THE LITERARY DIGEST

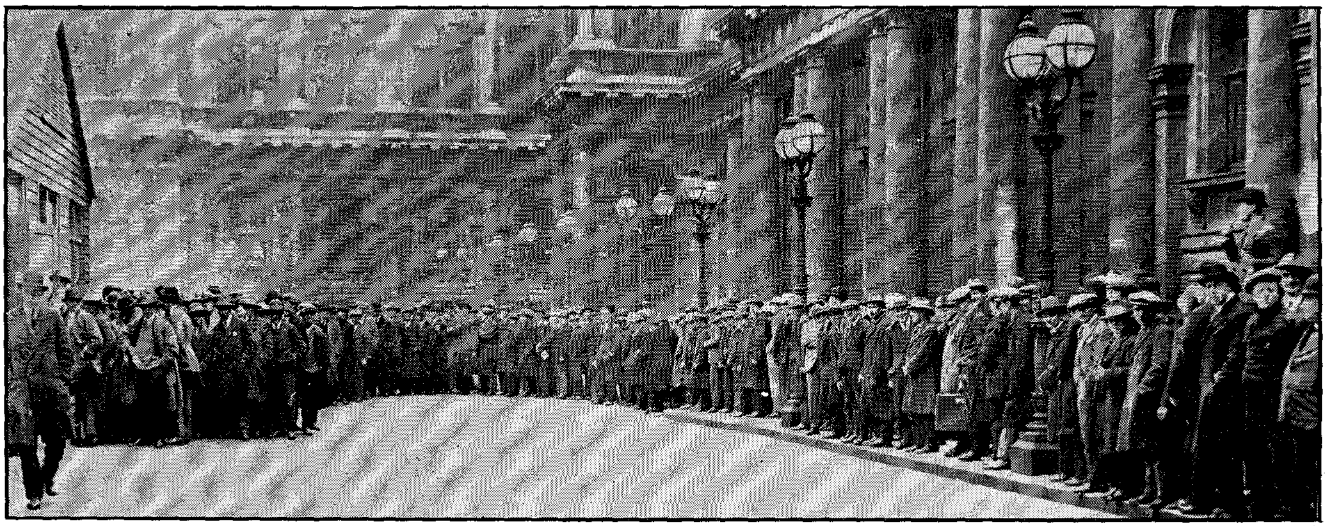
(Title registered in the U. S. Patent Office and in Foreign Countries)

PUBLIC OPINION, *New York*, and CURRENT OPINION, *New York*, combined with THE LITERARY DIGEST
(Titles registered in the U. S. Patent Office)

Vol. LXXXIX, No. 8 New York, May 22, 1926 Whole Number 1883

TOPICS ▾ OF ▾ THE ▾ DAY

(This title registered in U. S. Patent Office)



Wide World photograph

THEY BROKE THE STRIKE. CITIZENS IN LONDON ENLISTING FOR SERVICE IN ESSENTIAL INDUSTRIES

WHAT AMERICAN LABOR LEARNS FROM THE BRITISH STRIKE

A DECISIVE DEFEAT FOR EITHER SIDE in the British general strike, American labor leaders pointed out at its beginning, could not fail to have profoundly disturbing effects on the American labor movement. Thus a sweeping victory by the strikers would have revived the post-war demand for general strikes in this country, while their crushing defeat would have stimulated a wage-reduction movement on the part of the antiunion element among American employers. What, then, will be the effect here of the "peace without victory" in which the great strike so suddenly ended last week after running a nine-days' course? Seeking an answer to this important question, THE DIGEST telegraphed to William Green, President of the American Federation of Labor, and to a number of representative labor journals. The majority of the replies agree that the general strike is not a weapon suited to the needs or the psychology of the American worker. Thus Mr. Green, who was Secretary of the United Mine Workers of America before he became the head of the Federation of Labor, while recognizing in the general strike of the British trade-unionists "a decidedly interesting experiment," goes on to say in reply to our telegram:

> "I am confident, however, that after receiving full information concerning the basis of settlement, and after reviewing the strike, its effect and its outcome, the officers and members of the American Federation of Labor will be fully convinced that the policy of making wage contracts and of keeping them inviolate, as pursued by the American Federation of Labor, is sound and productive of the greatest good to the membership of organized labor in America."

It will be recalled that in a statement to the press at the beginning of the British strike Mr. Green pointed out that "the great danger involved in a general or sympathetic strike is the possibility that the original grievances which are the primary causes of the strike and which are, in this case, meritorious, may be lost sight of because of the charge that the general strike is a challenge to government and to the existence of government." And at the same time he said:

> "The American Federation of Labor is strongly committed to the policy of collective bargaining, of wage contracts and the observance of wage agreements. It will not depart from this well-established policy. It has made its greatest progress through a religious observance of contract obligations. In my opinion the organizations affiliated with the American Federation of Labor will strictly adhere to such a program."

The British general strike, wires E. B. Ault, editor of the Seattle *Union Record*, "was a wonderful example of labor solidarity," and "that it was not more successful was due to its inherent weakness except as a revolutionary weapon." He goes on to say:

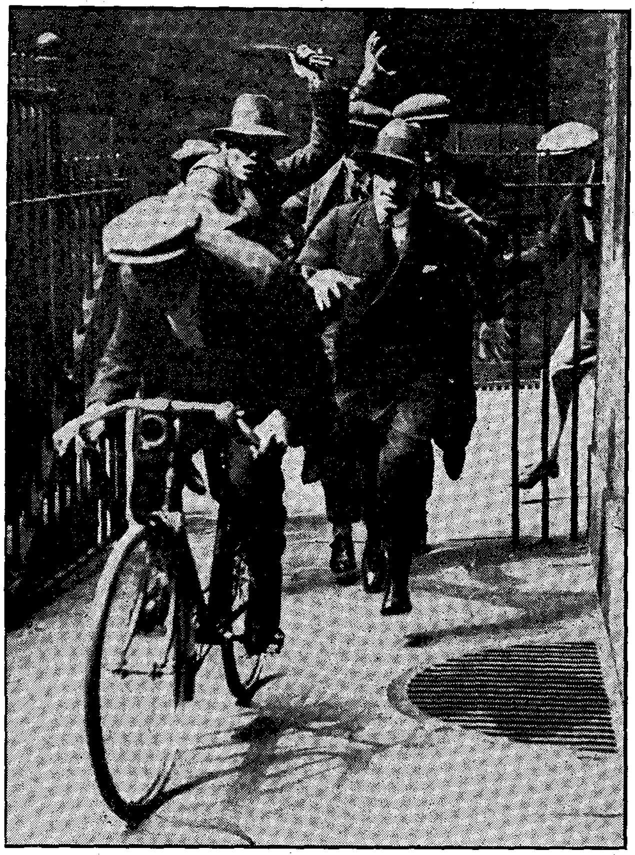
> "Unless and until the British workers were willing to accept the logical consequences of this trial at arms with the Government they could expect little more than the very unsatisfactory compromise entailed in the settlement. Having experienced the strike and suffered from its consequences, British governing forces may look more kindly on the only possible solution of the mining deadlock—nationalization. The strike has cost the national economy many times any price that may have been asked for the mines and it is not likely that even a Tory Government will again hazard such a conflict."

E. A. Nunan, editor of the Dayton *Labor Review*, thinks that a general strike in this country is impossible under the present organization of the American labor movement. He says:

"The settlement of the British strike can be compared to only one other event in modern history—the signing of the Armistice. The Armistice ended a World War. It is believed the strike settlement avoided a civil war.

"The miners were within their rights in resisting a radical and unjust reduction in wages, but it is difficult to find justification for the other groups who in striking violated legal contracts, thereby paralyzing industry and commerce, and threatening the existence of government itself.

"As the American labor movement is organized, a general strike is impossible. So the only lesson we can learn from the British incident is the unwisdom of governmental functions being extended far beyond their legitimate limits. The subsidizing of the coal industry was a blunder and the general strike was the price paid for the mistake."



P. & A. photograph

LONDON STRIKERS CHASING A STRIKE-BREAKER

"Be on guard against Communist propaganda" is the lesson the British strike conveys to American labor, in the opinion of Pete Cunniff, editor of the Chicago *Union Labor News*. Says this labor editor:

"The nation-wide English strike was brought on as a result of the constant agitation of Communist theories among British wage-earners. This strike, to have been successful from the standpoint on which it was declared, would have meant the overthrow of the English Government—and chaos throughout the English-speaking world.

"American wage-earners may well take serious reflections from the events of the past two weeks in England. American labor should now be aware that it must choke off at its source the insidious Communist propaganda that has had for its ultimate aim the capture of the American labor movement and the subsequent overthrow of our American Government.

"If we tolerate these agitators with the same complaisance as in the past, we may expect before long to have to reckon with Communism in a revolutionary form."

That no nation can have industrial peace without industrial justice, and that low wages do not stimulate business, are the outstanding lessons of the British strike in the opinion of Edward Keating, editor of *Labor* (Washington), the organ of the standard railroad labor organizations. Mr. Keating telegraphs:

"It is to be hoped Britain will learn the lesson taught by the strike. No nation can have industrial peace until it establishes industrial justice. That is a big job, but it is one which the peoples of all nations must face, our own among the rest.

"As a first step we must discard the absurd notion that low wages stimulate business. If low wages were a good thing China would be the most fortunate country in the world. Low wages destroy business, because every time you reduce the worker's wages you reduce his purchasing power, and the prosperity of a nation depends on the purchasing power of the many, not the wealth of the few.

"Thomas Jefferson looked into the empty pots hanging over the fires in the homes of French peasants and prophesied the Revolution. Were the great Democrat on earth to-day he would trace Britain's industrial troubles to the empty pots in the homes of British workers. Fill the pots. Give men and women a fair share of the products of their toil and general strikes will be unknown."

As a result of the British strike, says the Cleveland *Citizen*, "it can be taken for granted that the miners will not be compelled to accept the wage reduction that the operators attempted to force upon them." Moreover, writes this labor organ—

"The British Trades Union Congress proved to the Tory Government that, driven to extremes, Labor could and would paralyze the country's business in order to protect one of its units and preserve fair working and living standards. It will probably be a long time before the British politicians and their masters attempt a similar adventure as the one just experienced.

"In repetition of a general strike they might not fare quite so well. It also seems certain that Baldwin and those in power in the Government will have some explaining to do, in the not distant future, to the British voters, many thousands of whom are not members of the Labor party, but reject the Tory formula of low wages and long hours, which it was thought to impose upon the workers in the interest of greedy profiteers. The British strike was a victory for labor viewed from any angle."

From the Milwaukee *Leader*, edited by that veteran and scholarly Socialist, Victor Berger, we receive this reply to our telegram:

"Even tho the strikers have not as yet gained all they were seeking, the fact that they compelled the ruling class to back down from its position of insolent power is of far-reaching importance. The fine morale and peaceableness with which the struggle was conducted are also very heartening. On the whole the workers of the world have much reason to feel encouraged over the outcome. So long as progress is permitted, constructive Socialists such as those in the British labor movement prefer to go along gradually and with as little friction as possible. When the rulers tried to force reaction, the labor giant had to show his tremendous strength in order to turn the event in a frontward direction once more. This is what the English workers have done. We believe the lesson will not be wasted on the ruling class of England, and that the ruling classes of other countries will also take heed."

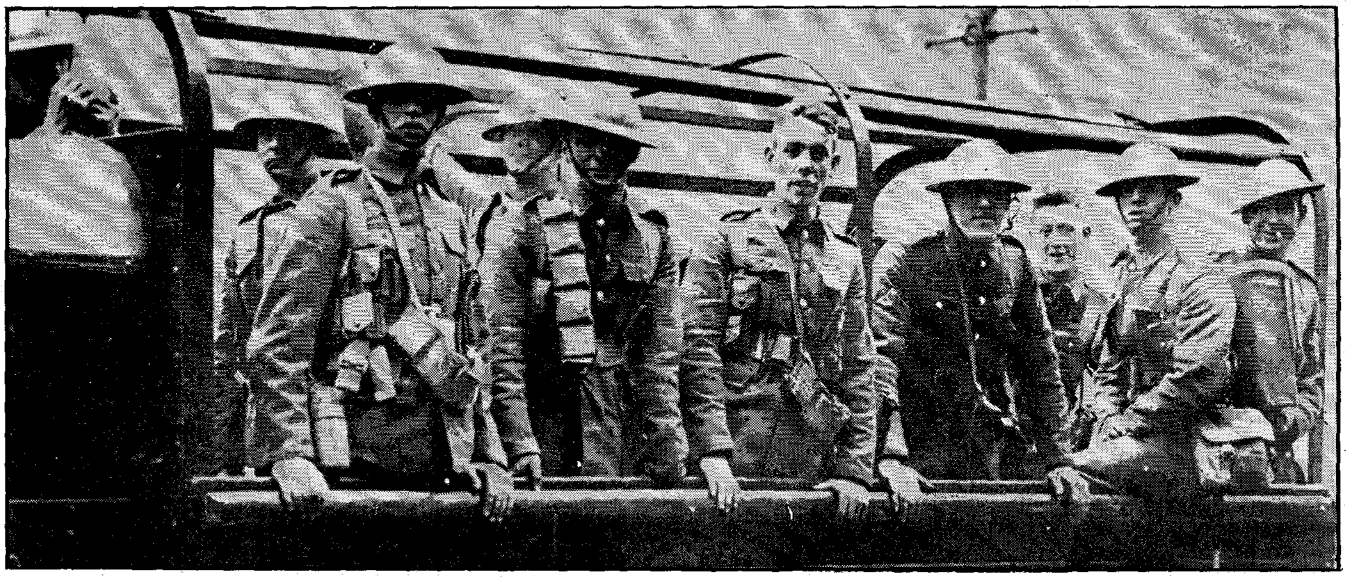
The Daily Worker of Chicago hails the outcome of the British strike as a "partial victory," and declares that it will "accelerate the leftward swing of international labor." Says this spokesman for the more radical element of American labor:

"The British labor movement has won a partial victory. Because of the magnificent solidarity by which it was secured in

	MINERS			*LABORERS*		
	Present Wages	*Owners' Terms*	*Reduction*	*Present Wages*	*Owners' Terms*	*Reduction*
Scotland	$2.24	$1.80	44c	$1.60	$1.44	16c
Northumberland	$2.48	$1.82	66c	$1.83	$1.14	69c
Durham	$2.32	$1.64	68c	$1.81	$1.01	80c
South Wales . . .	$2.34	$1.73	61c	$1.99	$1.60	39c
South York	$2.55	$2.29	26c	$2.09	$1.81	28c

This is based on a table prepared by the British Miners' Federation and published in a London dispatch to the New York *Herald Tribune*, the figures being taken from the mine owners' statements. These daily wages may be compared with an average day rate for eight hours work for American miners of $7.50, or $10.00 a day on piece work basis, and a day rate for laborers of $6.80. The British miners work in seven-hour shifts, five and a half days a week.

TYPICAL DAILY WAGES OF BRITISH MINE WORKERS



International Newsreel photograph

SOLDIERS ESCORTING FOODSTUFFS—AND EVEN THE DOCK STRIKERS CHEERED

the face of the mobilization of the Army and Navy against it, and the declarations of the Government to the effect that negotiations would not be resumed until the strike was called off, it will give great impetus to the upward movement of British labor, and accelerate the leftward swing of international labor. The end of the general strike is only the beginning of a new and militant trend in Great Britain which is bound to have a tremendous effect on labor in Western Europe, America, and the Colonial countries. It marks the entry of great numbers of the British working class into the vanguard of the world's revolutionary proletariat."

Spokesmen for British union labor insisted throughout that the strike was not a general strike but a sympathetic strike, and that its purpose was not political, but purely industrial. At the same time they admitted that a few men in the struggle might have revolutionary tendencies.

Turning to the general comment of the American press, we find two things repeatedly affirmed—that the general strike is discredited as an industrial weapon, and that the outcome in this case is a victory for British common sense. The firm stand of the British Government, remarks the Philadelphia *Evening Public Ledger*, "has caused the menace of the general strike in other countries to disappear"; and in the New York *Evening Post* we read:

"What has happened in Great Britain is a salutary lesson for other countries. It is fresh proof that a general strike is regarded by the man in the street as violating a fundamental principle of human association. As such it is doomed from the start."

The end of the British strike "will make labor and capital, radicalism and conservatism, thoughtful," writes Arthur Brisbane in the New York *American*, because "conservatism learns that labor, united, can tie up a nation, and labor learns that to run a train off the track is spectacular, but doesn't help the train or any of the passengers." The general strike is purely a revolutionary weapon, says the Chicago *Evening Post*.

Prime Minister Baldwin is right, remarks the New York *Times*, when he describes the ending of the strike as a triumph for no man or party, but for British common sense. "It looks as if King George had got his wish—a 'stingless victory' for both sides," comments the Washington *News*. The victor is the moderation and good sense of the British public and of the British worker, says the Chicago *Daily News*. "The general strike was called off upon the initiative of the labor-union leaders, who are not revolutionaries," remarks the Columbus *Ohio State Journal*. The Cleveland *Press* divides the credit impartially between the British Government and the British workers. It is "England's victory," according to the New York *Tribune*, in which we read:

"Premier Baldwin has won a tremendous victory for the nation and achieved a great personal triumph. Ramsay MacDonald, as leader of the Labor party, has every reason to feel satisfied with the result. Mr. Baldwin has established the principle that no combination of unions can dictate to the Government. Organized labor denied that this issue was involved, but there was no mistaking the fact that in and out of Great Britain it was regarded as the only real issue. Mr. Baldwin has also established the fact that he is the dominant factor in the Conservative party, independent of the political Right Wing, the so-called die-hards.

"Opposed to the principle of the general strike, Mr. MacDonald has scored over the Left Wing of Labor, the radicals who have coveted his leadership and tried to force him to abandon his policy of slow development. Thus the moderates in Britain's two leading political groups have every reason to accept the result in a spirit of optimism.

"What of the miners who were directly responsible for the general strike? They were involved primarily in an industrial struggle. The quarrel was not political in its origin. Wages and hours of labor were involved. While the withdrawal of the strike order was unconditional, it is reported that the Government purposes to extend the subsidy to the mining industry which expired May 1. The coal operators are to withdraw the lockout notices, and the Government plans to set up a wage board to consider the revision of the miners' wages, but no change is to be made until the recommendations of the Royal Coal Commission, of which Sir Herbert Samuel was the chairman, are put into effect. There is every promise that the miners will benefit by the settlement."

If the victory is England's, the defeat falls to the extremists in both camps, the New York *World* points out:

"Peace in England comes on no terms that the bitter-enders can approve. To please the revolutionaries on the left edge of British labor this general strike would have had to end in overturning something. To please the die-hards on the right edge of British conservatism it would have had to end in a knock-down and drag-out fight which broke the back of trade-unionism in the British Isles forever. It ends on no such terms. The trade-unions explicitly and unreservedly withdraw their orders for a general strike, and so comply with Mr. Baldwin's ultimatum. But the decision to end the strike comes not from a trade-union movement beaten into the ground but a trade-union movement which has successfully conducted negotiations outside of the Government, but with the blessings of the Government, upon the original points at issue in the mine dispute. Who won this strike? Both the Government and the trade-unions. Who lost this strike? The men who were going to smash labor and the men who were going to smash capital, whether or not it was necessary to smash England in the bargain.

"Victory? Credit it to a nation which never lost its sanity, its courage or its magnanimity under fire."

CROWDING THE NORTH POLE

NOT SINCE THE DAYS OF HENDRIK HUDSON, when nations sought a northwest passage to China, has there been so much activity in the north polar regions as the world, kept in touch with events by radio, witnessed during the first two weeks of this month. With the Byrd, Amundsen and Wilkins expeditions engaged in the most dramatic race in history—a race by airplane and dirigible to the North Pole and the unknown area between Alaska and the top of the world—the public has been listening in upon and reading about a three-ring flying circus. The unexpected—and successful—flight of Lieut.-Com. Richard E. Byrd, Jr., U. S. N., and his pilot, Floyd Bennett, from King's Bay, Spitzbergen, to the North Pole and return—approximately 1,500 miles—in less than sixteen hours, leads the Washington *Post* to remark that "the day has arrived when men can leave civilization, circle about the apex of the earth, and return to dinner on the same day." And the ubiquitous punster, of course, has not let slip the opportunity to say it harmonizes with the poetic fitness of things that a Byrd should be the first to fly over the North Pole.

THE FIRST FLYERS TO THE NORTH POLE

In the large picture (P. & A. photograph) is shown Commander Richard E. Byrd tinkering with the motor of the giant triple-engine Fokker plane with which he flew from Spitzbergen to the North Pole and back again on May 9. The insert (International Newsreel photograph) shows Floyd Bennett, who accompanied Commander Byrd and took turns with him in piloting the plane.

Less than three days after Byrd and Bennett returned to their Spitzbergen base, Capt. Roald Amundsen, with his Italian-built dirigible *Norge*, and accompanied by its designer and builder, Colonel Nobile, of Italy; Lieutenant Riiser-Larsen, of the Norwegian Navy; Lincoln Ellsworth, American financial backer, and a crew of thirteen, not only duplicated the Byrd flight to the Pole, but continued onward over the uncharted area of the Arctic Ocean, toward Point Barrow and Nome, a flight of some 2,500 miles. Thus the Norwegian explorer has the distinction of having seen both Poles, observes the Philadelphia *Public Ledger*. "But what a contrast there is between his slow and painful progress toward the South Pole, which he discovered, and his speedy trip to and beyond the earth's axis!"

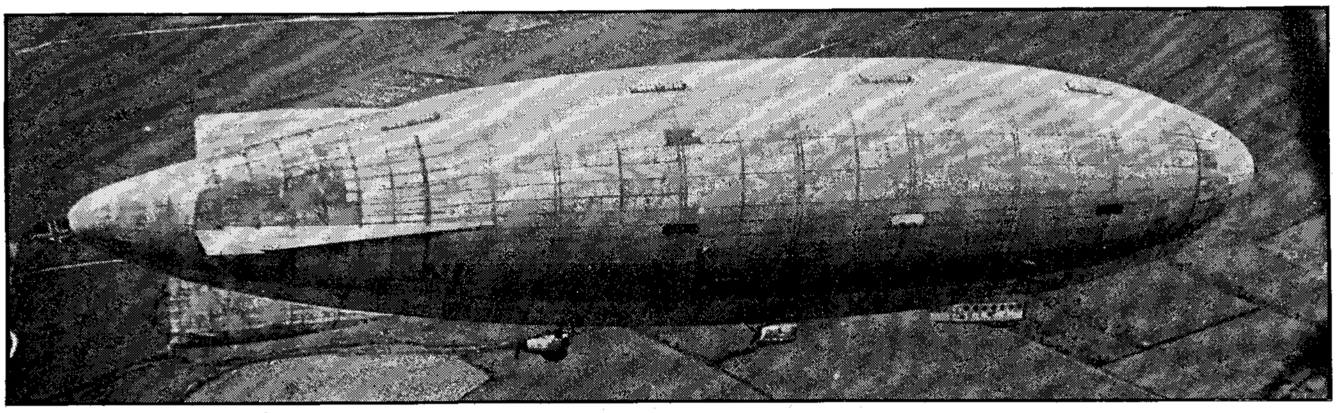
Altho Capt. George H. Wilkins, commander of the Detroit Arctic Expedition, disclaimed from the beginning any plan to fly from Point Barrow to the North Pole, newspaper editors and correspondents have, since early in March, referred to him as a dangerous rival of both Byrd and Amundsen. For a time, we are reminded by the Louisville *Courier-Journal*, "he seemed to have much the best of the situation." But accidents to his plane, failure of his "snow-motors" to negotiate the distance between Fairbanks and Point Barrow with loads of fuel and supplies; failure of an overland party equipped with dog-teams and sledges to haul sufficient fuel and equipment to the Point Barrow base, a broken arm, and other obstacles prevented Wilkins from "hopping off" before Byrd and Amundsen had reached their respective goals. Captain Wilkins, nevertheless, say dispatches from Alaska, succeeded in reaching Latitude 73° 30′ N., Long. 156° W., on one of his flights. With reports of the three expeditions to draw upon, aviation authorities and lay newspaper folk agree that the old style of exploration by stout, surface ships and sledges is a thing of the past, and that the airplane and dirigible have come into their own in the field of Arctic exploration.

While Americans have a hand in all three expeditions, "they are in complete control only of that under Commander Byrd," points out the Norfolk *Virginian-Pilot*. For that reason, and for the additional reason that the naval aviator was the first to fly to the Pole, we will consider his exploit first. As the Washington *News* exclaims exultantly:

> "First to fly at all. . . . First to fly across the Atlantic. . . . First to fly across the Pacific. . . . First to fly around the world. . . . First to fly over the North Pole. . . .
>
> "When better stunts are done in the air, Americans will do them!"

For generations, says the Brooklyn *Eagle*, "men have dreamed of conquering the Arctic. After nearly a quarter of a century of unremitting effort, Peary reached the goal. Commander Byrd spanned the same expanse of ice and snow in an easy day's flight." "He has added a golden page to the history of aviation and exploration," observes the New York *Sun*, and *The World* agrees that, "taken in conjunction with the exploits already performed by Captain Wilkins in flying thousands of miles with heavy loads between Fairbanks and Point Barrow, the flight to the Pole may be viewed as a final demonstration of the airplane's capacity to fly under Arctic conditions." Certainly, declares the Louisville *Courier-Journal*, "the outcome of this race by air between Wilkins, Byrd and Amundsen will have a far-reaching influence on the development of commercial aviation."

"It has been said," remarks the Pittsburgh *Chronicle-Telegraph*, "that the human race consists of two classes of persons: those who say a thing can not be done and those who go ahead and do it. Byrd is one of the latter." On the 6th of April, 1909, another editor recalls, Commander Peary reached the Pole, after a battle with pressure ridges, open water, and other obstacles lasting thirty-seven days. He was out of touch with civilization for 429 days, and altho he discovered the Pole on April 6, it was not until five months later that he was able to flash a message from Labrador to the New York *Times*. Commander Byrd and his pilot were away from civilization for less than sixteen hours, and considering that they carried wireless transmitting and receiving sets, they were not out of touch with it at all. "This indicates how great our advance in travel and communication has been," notes the Schenectady *Union Star*.



Photograph by Underwood & Underwood

Photograph by Wide World Studios

Photograph by Kadel & Herbert, New York

Photograph by Wide World Studios

FROM ROME TO NOME BY THE NORTH POLE AIR ROUTE—THE *NORGE* AND THE EXPEDITION'S LEADERS

At the left is Roald Amundsen, the veteran Arctic explorer who headed the expedition which crossed the North Pole in the *Norge*. At the right is Amundsen's associate, Lincoln Ellsworth, the American who helped finance the expedition and who also accompanied Amundsen in his attempt to reach the Pole by airplane last year. In the center is Colonel Umberto Nobile of the Italian Navy, who commanded the airship and was its chief navigator from Rome to Nome by way of England, Norway, Russia, the north coast of Norway, Spitzbergen, the North Pole and Point Barrow. Above them appears the *Norge* as photographed in flight over England.

Commander Byrd left New York in the Shipping Board steamer *Chantier* on April 6, seventeen years to a day after Peary's discovery of the Pole. He carried with him two airplanes, a Fokker three-engined machine equipped with Wright 200-horse-power engines, and a Curtiss auxiliary single-engined plane. The *Chantier* arrived at Kings Bay, Spitzbergen, April 29, after stopping at Tromsoe, Norway, to pick up an ice-pilot engaged by Captain Amundsen. Finding the wharf where he had expected to unload his planes blocked by the Norwegian naval patrol boat *Heimdal,* Commander Byrd promptly ordered the planes and other equipment and supplies put ashore on pontoons made by building a platform over three whale boats. The engines of the Fokker plane,—named the *Josephine Ford* for a little daughter of Edsel Ford, one of the financial backers—were first "warmed up" on May 3, according to William Bird, special correspondent of the New York *Times,* and on May 5 Pilot Bennett indulged in the first trial "hop," a flight of two hours. Said Byrd on May 7, in a dispatch to *The Times:*

"Our neighbors here, Amundsen and Ellsworth, were forced down at a point about 150 miles short of the Pole in their flight last summer. Only after three weeks of hard work and the greatest luck in the world were they able to start one of these planes on the return journey. Since that experience they have abandoned the airplane altogether in their exploring work.

"We are taking up their project where they dropt it and enlarging thereon. That is because I do not agree that their experience last year was conclusive against the airplane's suitability for Arctic exploration.

"My principal reasons for disagreeing are two. Firstly, they had very heavy flying boats, which compelled them to cut their gasoline supply to the strict minimum; secondly, their planes had only two motors each, and both were necessary to keep in the air with the heavy load they were carrying. This meant that trouble with any one of the four motors would force them down, and that is what happened.

"In our case, the plane is extremely light for the power. Captain Amundsen and Mr. Ellsworth could carry fuel for only sixteen hours, while the Fokker can take enough for twenty-five. We also are taking only two men, Bennett and myself, while they took three in each plane, with the addition of many hundredweight of load, including extra food and equipment.

"Furthermore, our plane has three powerful motors, any two of which can keep it flying with a full load, while if two stopt, the third could maintain us in flight long enough to choose a safe landing place."

The next dispatch from the *Times* correspondent, says the Richmond *Times-Dispatch,* "was epoch-making, heralding man's mastery of the air." The dispatch, in part, read as follows:

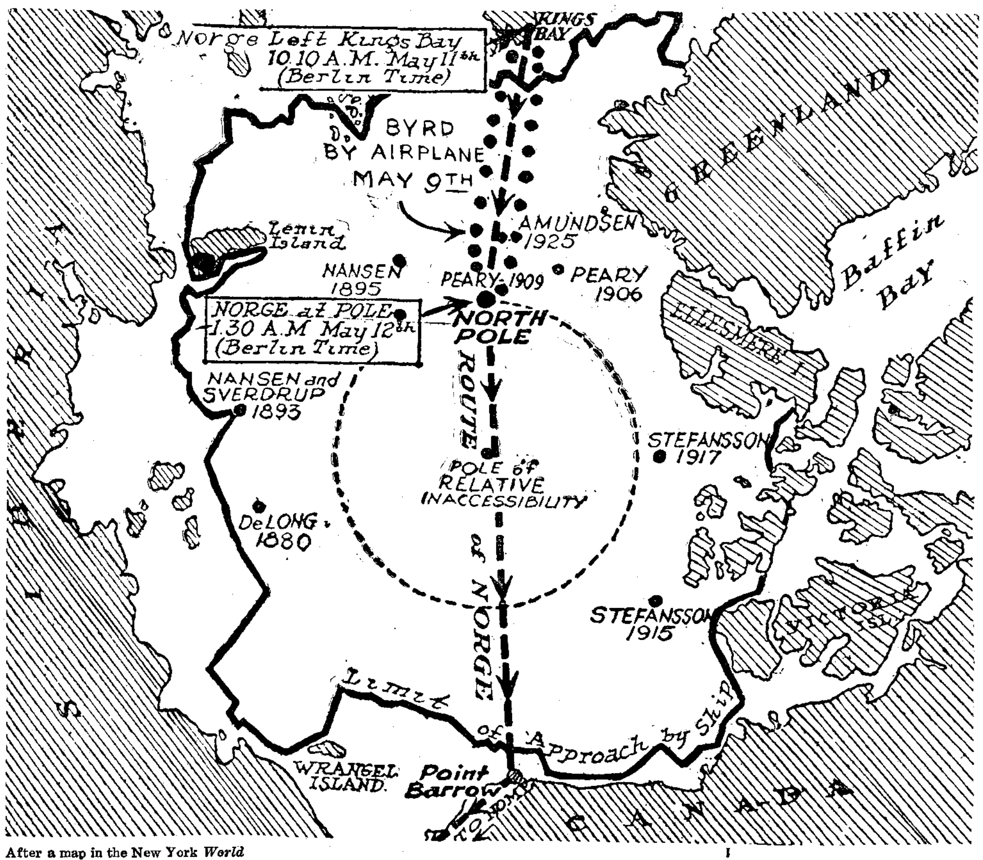
"KINGS BAY, Spitzbergen, May 9.—America's claim to the North Pole was cinched to-night when, after a flight of fifteen hours and fifty-one minutes, Com. Richard E. Byrd and Floyd Bennett, his pilot, returned to announce that they had flown to the Pole, circling it several times and verifying Admiral Peary's observations completely. On the return, according to calculations made this morning, the plane still had gasoline and oil enough for five and a half hours more of flight.

"They were favored by continued sunlight, and there was never the slightest fog, enabling Commander Byrd to use his sun compass and bubble sextant and obtain the most accurate observations possible. Without the sunlight, navigation would have been almost impossible. Bennett and Commander Byrd alternated in the piloting, Bennett refilling the gasoline containers while the Commander piloted and navigated.

"When they were within sixty miles of the Pole the oil system of the right-hand motor began leaking badly. Both agreed, however, to continue the flight to the Pole even if they went on with only two motors. To their surprize, the right-hand motor continued to work effectively, despite the ruptured oil tank, and when the Fokker returned to Kings Bay all three motors were hitting perfectly.

"He saw not a single sign of life after entering the ice-pack, which begins immediately north of Amsterdam Island and apparently touches Verlegen, reaching much farther southward than usual. No birds, seals, polar bears, nor traces of them were seen, neither any indication of life throughout the course.

"When Commander Byrd landed there was a moment to wait while the two weary figures in the plane stretched their muscles and shook hands. It was their first moment of relaxation since the take-off. The eyes of both men were weary, their bodies sagging with fatigue. As they stept out the crowd met them, threw their arms about them, lifted them on their shoulders and carried them a little way down the hill, where Captain Amundsen rushed up to congratulate Commander Byrd.



After a map in the New York *World*

THE CONQUEST OF THE POLE

Showing the points reached in previous attempts, and the course of the successful flights of Commander Byrd's airplane and the dirigible *Norge*.

"When Mr. Ellsworth exprest his joy at their return, Commander Byrd smiled and said: 'It is Bennett. He did it.' Then Byrd and Bennett turned and walked down-hill, led by Amundsen and Ellsworth. They got into a little boat which put out to the ship as the crew of the *Heimdal* lined the rail, gave cheers and their band played 'The Star-Spangled Banner.' Hardly a cloud was in the sky, which was a beautiful pale blue. The snow and the ships resting on the mirrorlike surface of the water seemed part of a heroic picture.

"Only ten days ago the *Chantier* steamed into this Northern fairyland, and now Commander Byrd has made the flight which at times seemed impossible. To-night will be a gala night on the *Chantier*. And high up on the white hillside, silent and deserted for the time being, the great blue Fokker rests like a tired bird, her wings outstretched heading South, her brave journey ended."

The gist of this message, sent to President Coolidge, who was cruising in the *Mayflower*, brought the following reply:

"Thanks for your message. The President sends his heartiest congratulations to Commander Byrd on the report that he has flown to the North Pole. It is a matter of great satisfaction that this record has been made by an American.

"The fact that the flight seems to have been accomplished without mishap demonstrates the high development of the art in this country. That it was made by a man trained in the American Navy is a great satisfaction. CALVIN COOLIDGE."

"Byrd's brilliant exploit places a new laurel wreath on the brow of the Navy," observes the Jersey City *Journal*. "He now joins his name with those of Read, who flew across the Atlantic, and Rodgers, who flew from San Francisco almost to Hawaii," adds the Savannah *News*. "A year ago," says the Philadelphia *Inquirer*, "Byrd was virtually a greenhorn in the Arctic—a 'cheechako.' Also he is a veritable youngster—thirty-six. But youth must be served." "This success means a great deal to him," explains the Providence *Journal*, "for he has long cherished the dream of attaining the Pole." Byrd, points out the Detroit *Free Press*, "confronted with an ideal day for flying, had the initiative and courage to discard his carefully made plan to fly first to Peary Land in favor of a better one that occurred to him." To quote the Richmond *Times-Dispatch:*

"The story of Commander Byrd's successful flight thrills a world. It is an epic of these times. Nowhere does it stir the heart as it does in the capital of Virginia. Here are the boyhood friends of Dick Byrd. Here is his own mother, who waited for word of her boy from the far North. Here are his devoted brothers, one of them Governor of the State.

"Commander Byrd has added nothing to the domains of the United States. He may not have made a great contribution to science. But he has written a brilliant chapter into the history of Anglo-Saxon pioneering."

But, maintains the New York *Herald Tribune*, "if Commander Byrd's flight was a lyric of the air, the non-stop passage of Captain Amundsen from Spitzbergen to Alaska is an epic." "To fly to the Pole is one thing," agrees the Cleveland *Plain Dealer;* "to fly over and beyond the Pole is an achievement of far greater importance." "It was a hardy, hazardous enterprise," asserts the Detroit *Free Press*, "but hardihood and hazard are the stuff that the discoverer of the South Pole is made of."

The *Norge*, of the Amundsen-Ellsworth-Nobile expedition, says Russell D. Owen in a Spitzbergen dispatch to the New York *Times*, left Kings Bay for Point Barrow at 9 A. M., Greenwich time, on May 11, accompanied for a few miles by the big blue Fokker of Commander Byrd. In the dispatches sent from the dirigible to the New York *Times* by Frederick Ramm, historian of the expedition, we read:

"ON BOARD the *Norge*, flying northward. May 11, 10:40 A. M. Greenwich Time, 6:40 A. M. New York Time.—We are north of Danes Island, 80 degrees latitude, 9 east longitude. The weather is bright, with the lightest breeze from the south-southeast. The temperature is minus 7 degrees centigrade. Our altitude is 425 meters (1,394 feet) and our speed is 107 kilometers (64 miles) an hour. Our motors are running perfectly.

"May 11, 1 P. M. Greenwich Time.—We are now in latitude 82.30, longitude 9 east. Our altitude is 560 meters (1,836 feet). We have now lost all sight of land and the ice changes the whole aspect. We see several great polar bears. One meteorological report from the Stavanger radio promises that fine weather will continue far on the other side of the Pole.

DRURY COLLEGE LIBRARY
Springfield, Missouri

"May 11, 4:15 P. M. Greenwich Time.—We are now in 85 degrees north latitude, 10 east longitude, and heading directly north at a speed of 87 kilometers and a height of 610 meters. A gentle south wind is blowing and the weather is clear. The temperature is minus 12 degrees centigrade, and the barometer stands at 727 millimeters.

"May 11, 5:30 P. M. Greenwich Time.—We are now in 86 degrees of latitude, 10 degrees east longitude. Our speed is 92 kilometers (57 miles) an hour.

"May 11, 7:25 P. M. Greenwich Time.—We are now at 87 degrees north latitude, 10 east longitude. Our speed is 67 kilometers an hour.

"May 11, 8:40 P. M. Greenwich Time.—We are now in 88 degrees north latitude, 10 degrees east longitude. Our speed is 67 kilometers, height 1,312 feet above the ice.

"May 11, 10:25 P. M. Greenwich Time.—We are now at 88.30 degrees north, our direction is north, our speed is 60 kilometers, our height 800 meters. A gentle wind is blowing. The temperature is minus 12 centigrade.

"The longitude and other details are unknown owing to fog.

"All are well.

"May 11, 11 P. M. Greenwich Time.—We are now at 89 degrees north latitude, 11 degrees east longitude.

"North Pole, Wednesday, May 12, Greenwich Time, (8 P. M. New York Time). (On Board the Dirigible Airship *Norge*).—We reached the North Pole at 1 A. M. to-day, and are now lowering flags for Amundsen, Ellsworth and Nobile.

"Later, 3:30 A. M.—Lowering the three flags, Norwegian, American, and Italian, when the *Norge* was over the North Pole, was the greatest of all the events of this flight. Riiser-Larsen's observations showed that we were over the Pole. The *Norge* descended and speed was reduced, when the flags were lowered over the wastes whose edges gleamed like gold.

"Roald Amundsen first lowered the Norwegian flag; then Ellsworth the Stars and Stripes; finally Nobile the Italian flag.

"Beyond the North Pole, May 12, Aboard the Dirigible *Norge*, 2:30 A. M. Greenwich Time.—The three flags, those of Norway, America, and Italy, which we lowered when the *Norge* was over the North Pole at 1 A. M., are so fastened that they are staying upright in the ice and the flowing wind.

"The weather is somewhat brighter. Our speed is 80 kilometers (49 miles) an hour."

This was the last message received direct from the dirigible until after it was seen near Point Barrow, when the radio operator of the Wilkins expedition, with his small portable sending set, was able to break through the wall of static to Fairbanks. As the New York *Herald Tribune* observes:

> "This glorious trip of the *Norge* gives promise of final mastery of vast regions of the North, which the men of the *Norge* are the first to penetrate. They have proved the utility of the airship for Arctic travel. The importance of the voyage as an illustration of the northern transit and exploration which time holds in store transcends the sporting element of an adventure intrepid in the highest degree.
>
> "In this magnificent exploit Captain Amundsen, Norway's hero, shares laurels with Colonel Nobile, Italian commander, and builder of the *Norge*, and with Lincoln Ellsworth, American, one of the leaders of the expedition from first to last. They have filled out indelibly one of the last few blank pages in the history of navigation."

In the opinion of Vilhjalmur Stefansson, the well-known Arctic explorer, the Arctic will be covered within the next twenty-five years with a network of airways even more intricate than the network of steamship lines that now covers the Atlantic and Pacific. "The Arctic zone contains what may come to be the aerial crossroads of the world, for across the top of the world lies the shortest routes between the continents," points out the Pittsburgh *Sun*, and the Washington *Star* believes that—

> "What Byrd and Amundsen have done others will do. They have shown the way. When Louis Bleriot flew across the English Channel, July 25, 1909, most persons were amazed and millions said, 'What use'? Flying over the English Channel is a commonplace now, and mail and passenger service is maintained between London and Paris.
>
> "It is a cross-cut from continental Europe to Japan and China by way of the North Pole, and there will be mail and passenger service over that route through the air. Within a century passengers who have flown over the North Pole may be as numerous as passengers to-day who have crossed the Equator."

TO DERAIL THE RAIL STRIKES

INSTEAD OF CONGRESS devising a law to keep the peace between the railroads and their workers, we are witnessing the strange phenomenon of railroad managers and labor leaders putting their heads together to draw up a plan for settling wage disputes complete in every detail and asking Congress simply to sign on the dotted line—which Congress does, with exactly thirteen dissenting votes in each House. The attitude of the press toward the new Watson-Parker Act which replaces the Labor Board provisions of the existing Transportation Act is fairly well indicated by the Denver *Rocky Mountain News's* remark that "some folks oppose the 'peace' bill as leaving the public out of consideration," while "a good many more favor the measure as the best way out of strikes and threats of warfare." The unanimity with which Congress accepted a measure, which was not written in Congress and in the creation of which no official of the Government had any hand, seems the most extraordinary circumstance to the St. Louis *Globe-Democrat.* Now, it asks, "What is this measure of such unusual parentage, that has been accepted with such amazing acquiescence?" Then comes the information:

> "It is described as a bill for the prevention and settlement of disputes between the railroad carriers and their employees. It abolishes the Railroad Labor Board and the law pertaining to it. In its place it sets up a system of conference, adjustment, arbitration and mediation, entirely voluntary and requiring agreement between the parties at every stage of the procedure. It provides, first, for the creation of boards of adjustment 'between any carrier or group of carriers, or the carriers as a whole, and its or their employees.' In the event of the failure of such board to settle a dispute in any given case, the parties may by agreement refer the dispute to a board of mediation, a permanent body of five members to be appointed by the President of the United States. If the mediatory service of this board fails to effect an adjustment it shall endeavor to induce the parties to submit their dispute to a board of arbitration, composed of three persons, one to be chosen by each of the parties and these two to select a third. If this fails to effect arbitration, and the dispute seems likely to 'interrupt interstate commerce to a degree such as to deprive any section of the country of essential transportation service,' the President is authorized to appoint an emergency board to investigate and report on the dispute. After the creation of such a board, and for thirty days after the board has made its report, 'no change, except by agreement, shall be made by the parties to the controversy in the conditions out of which the dispute arose.'"

The new measure is a distinct departure from the previously existing law in that it "removes the public from all participation in labor adjustments save in a mediatory sense," says the Missouri paper, which therefore seriously distrusts it—"can not observe the abandonment of the protection to the public interests afforded by the present law without a feeling of apprehension"—but which finds, on the other hand, this much to say for the newly enacted plan:

> "It puts into the form of law a definite agreement between the railroads and their employees to preserve the peace. It declares it to be the duty of all carriers and employees 'to exert every reasonable effort to make and maintain agreements . . . and to settle all disputes . . . in order to avoid any interruption to commerce or to the operation of any carrier.' This being their own law, created by themselves after long deliberation, lays upon them a heavy moral obligation to observe it. Moreover, it contains the novel provision that any agreement resulting from arbitration under the law shall be filed in the Federal Court and become a judgment of the court, 'final and conclusive on the parties,' enforceable under the law."

A similar mild distrust of the new Watson Parker Law is shown by *The Railway Age*, (New York), which has certain doubts of the new policy of having no permanent government body with any part in determining wages (such as the Railway Labor Board has had):

> "It is based upon the assumption that railway strikes are more likely to occur and the wages and working conditions of employees are less likely to be made reasonable, when labor disputes are

> passed upon by a permanent government body upon which the public holds the balance of power, than under a policy which leaves the determination of wages and working conditions to the unhampered action of the railways and the employees, except in emergencies, when the President may be called upon by Federal board of mediation and conciliation to intervene. There has been no past experience that supports this assumption. It has been accepted as a basis for legislation in this instance because labor leaders and railway spokesmen have represented to Congress that there may be reasonably expected, in the future, cooperation between the railways and the employees that will be in their interest and that of the public. In passing the Watson-Parker bill, Congress has placed upon representatives of the railways and the employees the entire responsibility for results, and only close cooperation and constant regard for the public interest by them will secure results that will justify the new legislation and the representations that have been made in support of it."

The Wall Street Journal objects to the Watson-Parker Act because it "deprives travelers and consumers of goods of such part as they can now take in railroad wage-making through the Labor Board without substituting therefore any effective public scrutiny of wage scales," and calls it "a proposal to defeat public regulation of rates and fares through exempting through any species of regulation 60 per cent. of railroad operating expense." And the Portland *Oregonian* thus condemns the new scheme devised by the carriers and their employees:

> "Their plan gives no voice to the public until a strike is imminent. For that emergency it provides means utterly inadequate to bring about a settlement just to the third party in interest—the public.
>
> "If the public is to have no part in fixing cost of railroad transportation, it will buy constantly less of that commodity. To ignore the public in fixing its cost is dangerous business, for it tends to destroy the railroad industry."

The Watson-Parker Law "means higher wages and no relief for the farmers by any reduction of freight rates," declares the Boston *Herald*. During the Senate debates several farm organizations asked for changes in the bill on the ground that "the railroads and their employees will reach wage and labor dispute settlements which will place heavy burdens on the public, especially the farmers." The bill was also opposed by representatives of shippers and a minority of railroad executives, as well as by Ben W. Hooper, Chairman of the Railway Labor Board.

But a majority of railway executives supported the bill, declaring their belief that the new machinery "will prevent any interruption of commerce," and that "in respect to public interest in the matter of reasonable rates, it is unthinkable that the parties would enter into a conspiracy to increase wages for the purpose of having this increase reflected in increased rates" and further arguing that the Interstate Commerce Commission still has the last word with regard to railroad rates. Friends of the bill in general, observes the Los Angeles *Express*, look upon it "as the Locarno compact of industry." The New York *Times* thinks it "is a fabric of industrial self-government admirably calculated for bringing to bear all forces of reason backed by an enlightened public opinion." Experience shows, says the Pittsburgh *Sun*, "that more is often to be expected from direct mediation between the parties to a dispute than from governmental interference." This law, observes the New York *Herald Tribune*, "was conceived in an atmosphere which augurs well for its success." Because this plan is the joint creation of employers and employees it imposes upon them a strong moral obligation, argues the Minneapolis *Tribune*—"the obligation runs to the public, and is avowedly designed to maintain transportation service uninterruptedly and to take due account of the reasonable interests of the public in respect of costs of transportation." "Clearly," agrees the Chicago *Daily News*, "the transportation industry, if accorded so much power, will be in honor bound not to violate its trust."

POLITICS IN RADIO CONTROL

RADIO AS A POLITICAL ISSUE reached the floor of the United States Senate on April 28, according to Jay G. Hayden, Washington correspondent of the Detroit *News*, when Senator Robinson, the Democratic floor leader, charged President Coolidge with attempting to retain control of radio broadcasting through Secretary of Commerce Hoover to further his own political interests. There are three bills for the regulation of radio now before the Senate:

> The White bill, which has been passed by the House of Representatives and creates a commission to assign wave-lengths and make necessary regulations, but places actual administration in the hands of the Secretary of Commerce.
>
> The Borah bill, which would set up an independent establishment for radio control with several highly paid commissioners, a technical staff, and other executives.
>
> The Dill bill, creating a radio commission of five members, not more than three of whom should be of one political party. The commissioners would receive a salary of $12,000 a year and would serve for five years. They would be appointed by the President, by and with the advice and consent of the Senate.

Right here, however, observes the Springfield *Republican*, conflict arises between the President and the Senate Committee on Interstate Commerce, which voted recently to reject the principles of the White bill, embodying the ideas of Secretary Hoover and President Coolidge, and reported favorably upon the Dill measure. The President, notes the Newark *News*, "does not favor the extension of government by commission. In support of his position, he can point to the Shipping Board, the Tariff Commission, and the Federal Trade Commission, none of which has been such a howling success as to encourage the creation of more such agencies." But the worried Senate, says the Detroit *News* correspondent, fears that Mr. Hoover will derive certain political advantages from control of radio, and, while members of the Senate committee agree that some sort of legislation is imperative if a state of chaos in the air is to be avoided, radio legislation at this session of Congress is jeopardized by the attempt to pass a bill which the President disapproves.

The subject of radio legislation, it is agreed, has been forced on Congress by the recent decision of Federal Judge Wilkerson, that the regulation hitherto exercised by Secretary Hoover was without authority in law. Nevertheless, declares Ashmun Brown, Washington correspondent of the Providence *Journal:*

> "There is small room to doubt that the action of the Senate committee is tinged with politics. Senator Watson, of Indiana, chairman of the Committee, is a prospective candidate for the Republican nomination for President, and must look upon Secretary Hoover as a possible rival. Senator Borah, of Idaho, whose bill to create an independent radio commission is now before the Committee, like Senator Watson, has no love for Secretary Hoover. Senator Couzens, of Michigan, a member of the Committee, who was active in securing the committee vote, is regarded as an anti-Administration and anti-Hoover Senator. The same is to be said of Senator Howell, of Nebraska, another member of the Committee.
>
> "Briefly stated, the anti-Administration forces in the Committee have taken this method of striking at the President and Secretary Hoover."

As a matter of fact, maintains the Chicago *Daily News*, "Mr. Hoover does not insist upon the control of radio; he is willing that any other Department should discharge that function if it is fitted to do so." And as for the Secretary's political ambitions, W. W. Jermane, Washington correspondent of the Seattle *Times*, is authority for the following:

> "Mr. Hoover is not thinking seriously of the Presidency. Not nearly as seriously as several Republican members of the Senate. If Mr. Coolidge holds his own up to national convention time, and prosperity continues, his renomination will come by acclamation. Republican Senators do not believe he will hold his own, and are uncertain about the continuation of prosperity. They, therefore, are making plans for an opening that may

possibly come, and do not want Mr. Hoover, with his genius for straightening out difficult situations, to have a chance, by settling all radio troubles, to win the applause of the 20,000,000 people who are understood to be 'listening in' every night."

"Secretary Hoover," says the Chicago *Evening Post*, "has managed with admirable wisdom and fairness to maintain some measure of order and discipline in the air. He has held the confidence and cooperation of broadcasters and the radio public generally. He is not jealous of power. His whole career in the Cabinet has proved him to be a man who values power only as a means of service." "Under his administration the radio industry in this country has flourished as it has nowhere else in the world," observes the Chicago *Tribune*. "Any one who can picture Mr. Hoover or any of his successors riding into the Presidency on ether waves monopolized in his own interest" is, in the opinion of the Cleveland *Plain Dealer*, "a victim of his own imagination." Similar sentiments are to be found in the New York *American*, Denver *Rocky Mountain News*, Council Bluffs *Nonpareil*, New York *World*, Philadelphia *Record*, Syracuse *Post-Standard*, New York *Sun*, Baltimore *Sun*, New York *Evening Post*, Jersey City *Journal*, Springfield *Union*, and New York *Herald Tribune*. These newspapers—Republican, Independent, and Democratic—agree that radio should be under the control of the Secretary of Commerce, and not an independent commission. "President Coolidge is opposed to the creation of more government boards and commissions," declares the Baltimore *Evening Sun*, "and nine-tenths of the American people are with him."

"November elections are looming in the offing. The rustle of ballots is heard in the near distance. And there you have it. The gentlemen of Congress have their delicate noses to the wind, and scent trouble coming. Elections leave ducks limping in their wake. Hence bureaus, boards, commissions—hence the Radio Board. Five nice berths for the maimed! Salaries of $12,000 per each. That's something to look forward to, for Senators receive but $10,000. It is a beautiful thought."

According to the morning *Sun*, of Baltimore:

"The Senate Committee on Interstate Commerce provided, in adopting the Dill bill, that there should be five members of the commission, and they should each receive $12,000 a year. Senator Dill's bill originally called for three members at $10,000 each, as did Senator Borah's bill.

"This seems to be a clear case of pap-hunting. Apart from the merits of the question how control of radio shall be ordered, there is no earthly excuse for this increase in the number of commissioners and in their salaries. The changes that have been made in the Dill bill creating these juicy plums are enough to prejudice the whole case of the Senate leaders for a commission to have complete charge over the radio—and it was not a strong case in the beginning."

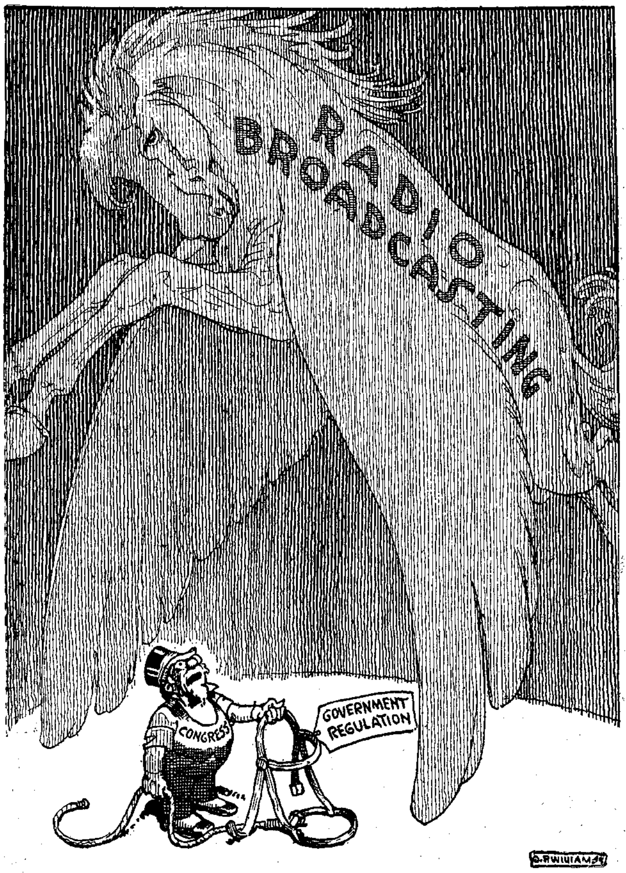
"The commission proposed by the Committee is unnecessary, extravagant, and objectionable in principle," agrees the Philadelphia *Record*. As the Springfield *Union* sees the situation:

"The primary question in governmental control of radio broadcasting is good service to the listening-in public. Without satisfactory reception by the public the whole business would collapse. Furthermore, the main concern of those enjoying broadcasting privileges is to provide that which is attractive to the public. They can not compel the public to listen to what is not wanted. For this reason no controlling authority could impose political favoritism on the country's broadcasting without arousing public resentment, which would be the worst kind of politics. This is entirely lost sight of, apparently, by the Senators who, for political reasons, demand that the authority be taken from the Department of Commerce.

"That shows how far the obsession as to monopoly, industrial or political, can run among those who imagine they can see monopoly from afar off. Those who have this obsession assume that if authority can be put in the hands of independent and bipartizan boards representing different sections of the country, public interests will be better safeguarded and everything will be lovely.

"In certain cases independent commissions may be desirable or necessary, but they can never be desirable where the motive for establishing them is merely to take authority away from the responsible administration and to put it in the hands of quarreling politicians composing the independent boards."

On the other hand, two newspapers—the Norfolk *Virginian-Pilot* and St. Louis *Post-Dispatch*—agree that the White bill is open to criticism on the ground that it fails to provide against the creation of a radio monopoly. "Freedom in broadcasting is as important as freedom of the press," asserts the St. Louis paper, which believes that "a non-partizan commission is the only safe body to trust with the control of radio." Finally, says Senator Dill, in a Washington dispatch to the New York *Times:*



Copyrighted, 1926, by the New York American, Inc.

BRIDLE SHY
—Williams in the New York *American*.

"The Senate Committee on Interstate Commerce has decided that the importance of radio, and particularly the probable influence it will develop to be in the social, political and economic life of the American people, and the many new and complex problems its administration presents, demand that Congress establish an entirely independent body to take charge of the regulation of radio communication in all its forms.

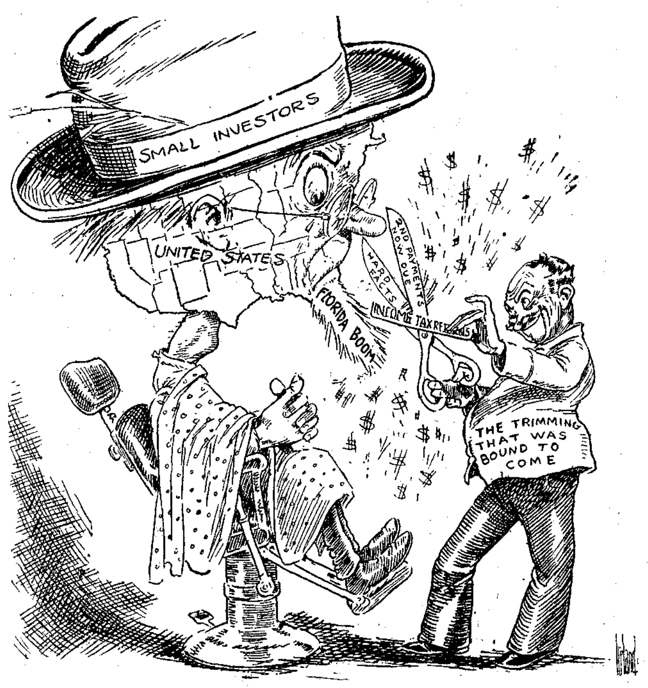
"The exercise of this power is fraught with such great possibilities that it should not be entrusted to any one man nor to any administration department of the Government. This regulatory power should be as free from political influence or arbitrary control as possible."

The dispatch also informs us that under the Dill measure—

"Authority would be given to issue licenses for interstate transmission of energy, communications or signals by radio. Complete authority would be given to classify stations and operators, prescribe the nature of service to be rendered; assign wave-lengths, frequencies and time during which stations may operate; determine location of stations, regulate purity and sharpness of emissions and apparatus used; establish areas to be served by any station, make inspections, make regulations to prevent interference, regulate radio stations on railroad trains, control chain broadcasting, and regulate stations where a charge is made to listeners."

FLORIDA TAKES INVENTORY

THE BIGGEST SINGLE THING which the people of Florida have yet done to assure the future prosperity of the State, in the opinion of the Lake Worth (Fla.) *Herald*, was to hold an inventory congress at West Palm Beach recently. For several years Florida, remarks the Buffalo *Courier*, has enjoyed one of the most amazing booms in the country's history. "Now that the boom is slowing up a little, Florida is taking advantage of the breathing spell to check up on her gains and losses," observes the neighboring Montgomery *Advertiser*. Or, to quote a Wisconsin paper, "Florida is showing symptoms of returning sanity." A result of the recent conference that will materially aid the State in its future course, thinks the Jacksonville *Journal*, "was a recognition that liabilities exist." The consensus of opinion, following the meeting, seemed to be that Florida has certain faults, and that she will be better for correcting them as she herself finds them.



THINNING IT OUT

—Ireland in the Columbus *Dispatch*.

"So far as Florida is concerned, the gold rush is over," said Herman A. Dann, president of the Florida Chamber of Commerce, in his speech on "Florida's Liabilities." And, notes the Chicago *Journal of Commerce*, "Mr. Dann exprest the unanimous opinion of the thousand Florida business men who came from all parts of the State to take stock of the present situation." Mr. Dann, thinks the Cleveland *Press*, "has sized up the situation exactly, and the doctrine that he preaches will do the State a great deal of good." A year ago, points out the Macon *Telegraph:*

> "It would have been treason of the rankest sort for a Floridian to have whispered behind his hand a warning to a prospective investor. Florida has changed her attitude.
>
> "It is a healthy movement that is under way in the State. Florida has recently taken stock of her liabilities and her assets. Her liabilities are great, but her assets are tremendously greater than they were when the boom started."

"The millions which have been invested in permanent improvements," we are reminded by the far-away Helena *Independent*, "will remain as an asset left by the boom, and with readjustments as to values, the State will prosper." And the Louisville *Courier-Journal* agrees that—

> "Florida's recent reaction from the wild orgy of speculation has not injured Florida. On the contrary, it probably purged the region of many unscrupulous real-estate operators and gamblers. Florida's boom has not collapsed, but the attention of investors, of Florida itself, should be turned from speculation in land to building for permanent prosperity. This may come through certain year-around industries, but it is more likely to come through agriculture."

"The banks of Florida are sound and conservative," declares *The Independent*. "Building goes busily on. Undoubtedly the ending of the boom is the beginning of another sane and healthy period where real values will replace feverish speculation." The leader in the "back to sanity" movement, as one editor puts it, seems to be Mr. Dann, who, according to Florida papers, seized the psychological moment to bring certain facts home to the business men of the State. "Until recently," said the president of the State Chamber of Commerce, "there had been so much clamor that the calm voice of sanity has had difficulty in making itself heard." Continued Mr. Dann:

> "Florida's chief liabilities are not a matter of physical geography, nor are they financial. They represent a habit of thought, an outlook, a theory of life and business.
>
> "Quite without intending to do so, perhaps, we have associated too many of our endeavors with the philosophy of the leisure class. We have permitted ourselves to carry into our business the attitude of mind which many of our visitors brought with them. Their philosophy was entirely suited to a vacation period, but it was not a philosophy which Florida business men could safely adopt as a matter of permanent policy.
>
> "This congress is in itself the result of a conviction that, so far as Florida is concerned, the gold rush is over and placer-mining is at an end. Our future lies with the workers, the builders, and the investors. Our State has definitely emerged from the bucket-shop stage. It realizes that subdivision never was and never will be, in itself, addition. The mere act of subdividing does not add anything to the whole. What we want in Florida is subdivision plus addition — the addition of homes, of factories, streets, utilities—all of those facilities which go to make up a modern community.
>
> "The friends of Florida are the men who build cities, factories, railroads, ports, and instal public utilities. They are the men who build hotels to entertain visitors, who build business enterprises, who develop and market our timber and mineral products, who till the soil, and who take undeveloped agricultural land and bring it to the point where it is ready for the plow. They are the men who deal in real values, whose word is good, whose projects are sound, and whose business enterprises add to Florida's good name.
>
> "It is stating no secret to say that many a sound Florida enterprise has come under suspicion because of the activities of some irresponsible operator, here to-day and there to-morrow, and with no stake in Florida's permanent welfare. The time has come to sweep aside these busybodies, these mosquitoes in the realm of finance. They are not all interested in community and State building; their concern lies wholly within the range of their private problems. In many respects thousands of them are like the alien who, in former days, came to this country for the purpose of making a pocketful of money and then returning to his homeland. They were not concerned about better schools, about better health conditions, about better business practises. Their impelling motive is a desire to clean up and make a quick job of it.
>
> "Another of our liabilities is found in the fact that faith in Florida has been impaired. In many sections of the country there exists a feeling of uncertainty and distrust concerning our present and our future. Thousands of people were led to believe that every acre in Florida is a valuable acre, and that every swamp which could be surveyed is a gold mine. A complete roster of the promises made in Florida's name would include everything from the shining stars to the fountain of youth. Let us cease driving lot stakes where plowshares should be driven, for every such stake is a liability.
>
> "We owe it to all our citizenship, as well as to our investors from other States whom we are trying to attract to Florida, to have a most complete agricultural and industrial survey made. This survey should be made by engineers of nation-wide repute so that their findings would bear weight.
>
> "Florida has suffered from both bunk and inflation. Both are liabilities; both are weights. Florida can well afford to thrust them aside."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

They may be carrying coals to Newcastle yet.—*Springfield Republican.*

Britain's sympathy strikers did not strike sympathy.—*Wall Street Journal.*

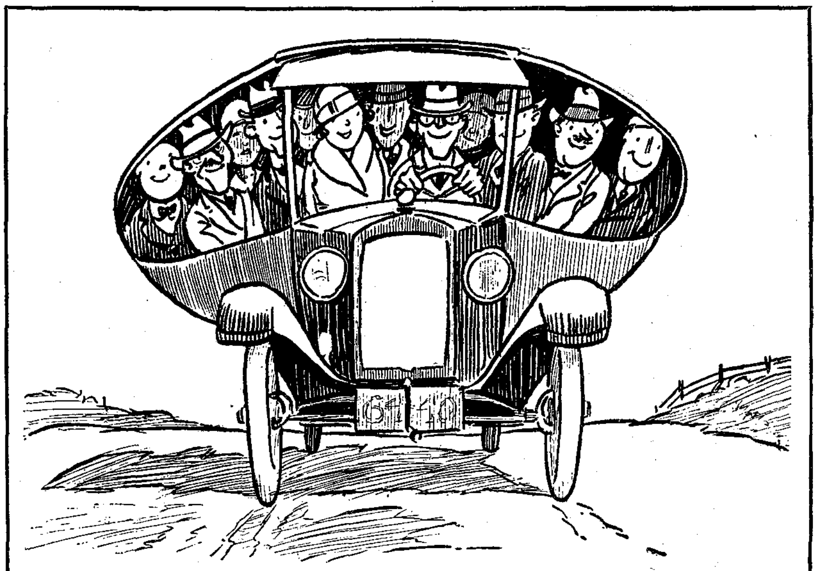
Sympathetic strikes lack sympathy for the poor public.—*Philadelphia Record.*

England's labor trouble started in the mines. But it goes deeper than that.—*Wichita Eagle.*

Mary Pickford says she intends to remain young indefinitely and we thought she already had.—*Ohio State Journal.*

England's troubles are felt all over the world. Even our regular front-page space-grabbers are hard hit.—*Brooklyn Eagle.*

Your grandfather, when he was a boy, would have thought it silly to ask how many pairs of silk stockings can be made from a cord of wood.—*Louisville Times.*



WHAT THIS COUNTRY NEEDS IS A GOOD SMALL CAR WITH FLEXIBLE SIDES

—Reilly in *Judge.*

Too much of the talking that money does to most of us is, "Good-by."—*Arkansas Gazette.*

Still, in the Old Days the bloom of youth wasn't a deep cerise one year and a light orange the next.—*Detroit News.*

Look at the brighter side. Think how many people in Herrin never have killed anybody.—*Publishers Syndicate (Chicago).*

For more than one shoe-string speculator, these unsteady days, it has become back-to-the-Wall Street. — *Norfolk Virginian-Pilot.*

After reading comments of the press of the country as gathered by Literary Digest it is quite evident that the Wets and the Drys have the best of the argument.—*Seattle Argus.*

If the franc continues its downward trend it will put French counterfeiters out of business.—*Wall Street Journal.*

"What civilization needs," says a scientist, "is a substitute for whisky." What does he call the stuff people drink now?—*Birmingham News.*

We often get up in the morning feeling like a receipt in full and go to bed at night feeling like a notice that another instalment is now due.—*Ohio State Journal.*

That labor paper that was suspended by the British authorities for misrepresenting the Government's position must have twisted the Lion's tale.—*Norfolk Virginian-Pilot.*

"Congressmen are paid $10,000 a year and some of them are worth it," says the Detroit *News.* Those who are not worth it cost ten times that much.—*Houston Post-Dispatch.*

"What difference is there," asks an inquirer of a culinary editor, "between domestic Camembert and the imported kind?" Well, for one thing the ventilation is a little better.—*Detroit News.*

The Federal Trade Commission rules that Irish lace coming from China is not Irish. No, and we have a suspicion that Crêpe de Chine coming from Paterson, New Jersey, is not Chinese either.—*Houston Post-Dispatch.*

Our instalment business, says the American Bankers Association, has reached a total of $6,500,000,000 a year, altho there are moments around the first of the month when it feels as if that figure were rather conservative.—*Detroit News.*

A merchant's problem is to keep the stall out of instalment.—*Wall Street Journal.*

The foreign debt settlements are complete, except the settling.—*Albany Knickerbocker Press.*

It takes more than the possession of an accomplishment to accomplish something.—*Dayton News.*

Pictures radioed across the Atlantic appear to have been affected by the waves.—*Pittsburgh Chronicle Telegraph.*

Much of the danger in the British situation is in the scum that rises in a boiling pot.—*Philadelphia Evening Public Ledger.*

Haugen farm relief bill asks a yearly subsidy of $375,000,000. Suppose the railroads asked for that!—*Wall Street Journal.*

Another polar mystery is why the civilized world should go hunting new continents when it is having so much trouble with the old ones.—*Norfolk Virginian-Pilot.*

Alas! an artistic temperament is seldom recognized until it's too late to spank.—*Baltimore Sun.*

Labor put British nation to choice between hands up and thumbs down.—*Wall Street Journal.*

At any rate the two factions agree that something should be stronger, the laws or beer.—*Detroit News.*

King Emmanuel of Italy is going to conduct a campaign against profanity. He had to do something to get his name in the paper. — *Toledo Blade.*

About 67 per cent. of what is referred to as spring house cleaning consists of standing around wondering whether the davenport wouldn't look nicer over by the window.—*Detroit News.*

The Houston *Post-Dispatch* inquires, "What is a Republican?" Is there no postmaster in Houston?—*Arkansas Gazette.*

Another remarkable fact established by the situation in England is that conditions in other people's coal mines can be worse than they are in ours.—*Ohio State Journal.*

The Toledo *Blade* refers to "people who plunged into Florida real estate and found they couldn't swim." On some of the real estate this would have been fatal.—*Detroit News.*

We detect in reports from Europe a certain cynical interest among the Mediterraneans and Alpines in the way the Nordics are managing things in Britain.—*Manchester Union.*

Naturally some will wonder if Sinclair Lewis could have found a logical reason for rejecting the Pulitzer prize of $1,000 had it been awarded, say, ten years ago.—*Toledo Blade.*

Vodka is paying 10 per cent. of the Russian budget. That is nothing. Whisky drunk in Washington, Oregon, and California is paying the British Columbia war debt.—*Seattle Argus.*

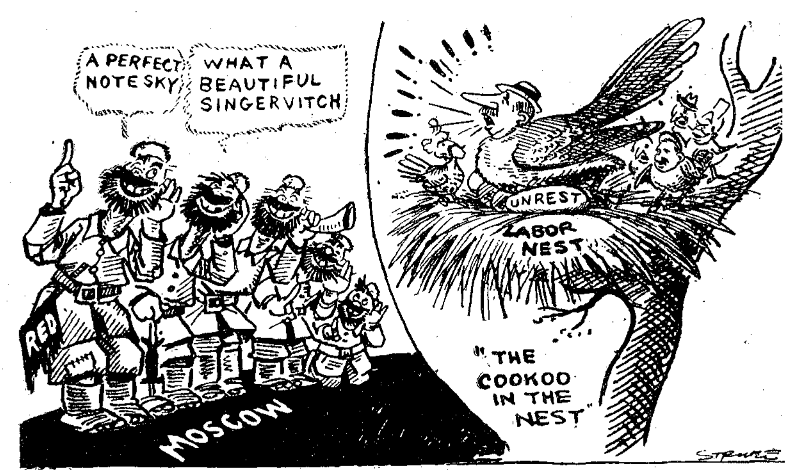
Another stirring spectacle, peculiar to this Great Republic, is the appearance of some one no one ever heard of before, who tells a Senate committee that he speaks for 22,000,000 people.—*Detroit News.*

A Nebraska professor says in three generations the world will have 7,000,000,000 people or 2,000,000,000 more than it can sustain. Probably so, if work continues to increase in unpopularity.—*Houston Post-Dispatch.*

A GERMAN BID FOR BRITISH AID

THE STRUGGLE OF THE BRITISH MINERS is not a matter of merely national significance, it is said, but one of international significance, because if the British mine owners can "smash" the national wage scale, reduce wages, and prolong hours, the owners in other coal-producing countries will very soon follow their example. Such is the opinion of Heinrich Loeffler, who represents the German miners on the National Coal Council, and in a British labor weekly, *The New Leader* (London), he pleads for the extension of regulation of the coal industry to the international coal trade.

As far as the British strike is concerned, he declares that the German miners acted on the resolution of the Miners' International, and took steps to prevent German coal from being sent to England, because "the defeat of the British miners would be equivalent to the defeat of the miners of all countries." But the ultimate cause of the present position of the British coal trade, he says, must be sought in the universal scarcity of markets, and he adds:



"THE VOICE OF THE COOKOO IS HEARD IN THE LAND"

—*The Daily Express* (London).

"That is a world-wide condition. And the crisis has hit the two European coal-exporting countries, England and Germany, especially hard. The international market has shrunk.

"Germany is hard hit by the world-wide slump in coal. The best proof is to be found in the number of her unemployed workers. In 1922 the peak was reached in employment; since then there has been a continual retrogression. In 1922 there were 697,697 men employed in the pits and 179,848 in raising brown coal. In February, 1926, the numbers had shrunk to 491,584 for pit coal, and 96,119 for brown coal. That is, there had been a decrease of 29.5 per cent. and 46.5 per cent. respectively. In the largest German coal-field, the Ruhr, the number employed fell below the pre-war figures.

"And we have not yet seen the end. Mines are still being closed and men dismissed from those which remain active. I may add that, in spite of this, the men in the Ruhr 'played' for 952,000 shifts in March, 1926, by order of the management, in order to restrict production."

When the British mining industry received the subsidy—which ceased on May 1—Mr. Loeffler contends that it was able to reduce the export price and so to compete more successfully with Germany. British exporters, he tells us, have gradually succeeded in penetrating the markets served by the coal industry of western Germany and ousting its goods, and we read:

"No one who thinks and feels internationally can be edified by this method of securing markets. The German industry, which was enjoying no State subsidy, suffered loss, and this affected the position of the miners. As German coal exports diminished as a result of the reduced English export price following on the subsidy, so the number of employed miners in the Ruhr diminished. Before the English subsidy was granted, at the end of the first half of 1925, there were still 411,692 miners employed in the Ruhr. At the end of 1925 there were 374,371, and on March 31, 1926, only 357,294.

"Even greater is the diminution in the export of German pit coal. Not counting reparation coal, Germany exported in the latter half of 1925:

July	1,475,000 tons.
August	1,425,000 "
September	1,212,000 "
October	1,229,000 "
November	1,100,000 "
December	1,071,000 "

"This fall in exports begins in an acute form with the British subsidy, and increases steadily, altho each month approaches more closely to the period when fuel is needed."

The German miners affiliated with the Miners' International, it is asserted, dislike subsidies, in that they may be a temporary solution in an emergency, but they can never restore the industry and cure its ills. When any branch of industry is supported by considerable subventions from the State, Mr. Loeffler avers, it lacks the natural stimulus to technical innovations and improvements, and he continues:

"It is not rash to declare that during the nine months in which the British mining industry has been receiving a State subsidy from public funds nothing has been done for its reorganization. Indeed, the Report of the Royal Commission confirms the fact. We read that from August 1 to December 31, 1925, the subsidy per ton amounted to 2s. 6d., or 17 per cent. of the pithead price. From January to the end of March it increased to 3s. per ton. From this we may conclude that no technical improvements were carried out, and that now matters are rather worse than in July, 1925. The same conditions would occur wherever the same measures were adopted.

"We have shown that in Germany employment in the mines is decreasing. Unhappily the British miners suffer a like hardship. It is essential to reduce the production of coal to match the demand. And this must be done not merely nationally, but internationally. If we are to strive for an international agreement in the coal trade—and I think we ought to strive for it—then no nation must feel that it alone is asked to make sacrifices. Nor can there be any place for subsidies within the framework of an international agreement. Subsidies must be relegated to the evil past.

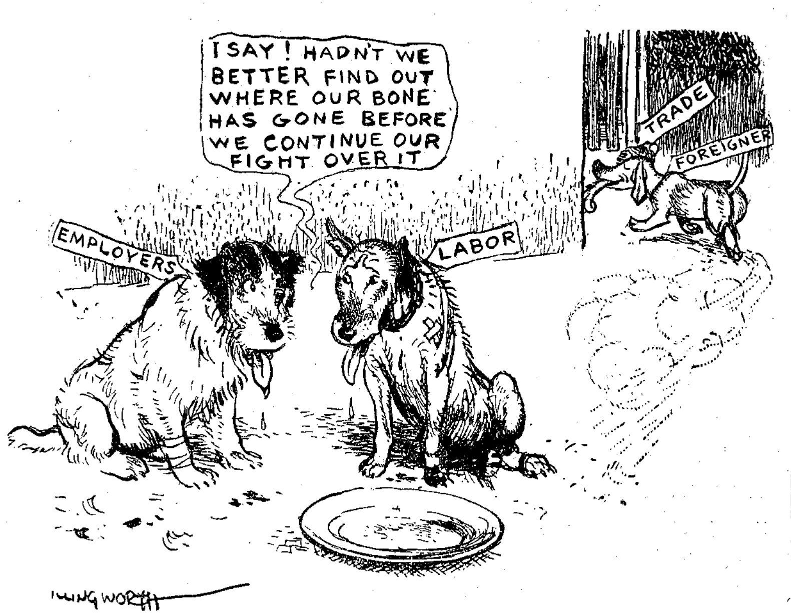
"But international agreement can be reached only if the mining industry possesses certain national organizations, and these we must strive to create. Their form will depend on the power and influence of the workers in the several States."

The present organization of the German mining industry, we are then informed, came into being in 1919, and, compared with earlier days and with conditions in the mining industry in other countries, it is said to represent a great advance. The mine owners, it appears, are compelled by law to combine in syndicates in the several coal districts, "and if they do not combine freely, then the Government must compel them to do so." The district syndicates are united in the National Coal Trust, we are told, and the workers are represented on the administration of the syndicates and the National Coal Trust through a member of their union. By this means they learn something of the workings of the national mining industry, according to Mr. Loeffler, who adds:

"Above these organizations is the National Coal Council, consisting of sixty members. Of these, fifteen are mine owners and fifteen mine workers. The remaining thirty represent the coal consumers in various branches of industry—railways, shipping, gas-works, electrical stations. The National Coal Council has far-reaching legislative powers in the mining industry. Subject to the authority of the State, it has to conduct the industry—including import and export—in accordance with the public interest, to fix fuel prices, and to carry on research and technical improvements. For these latter purposes there are special subcommittees.

"The duties of this Coal Council are laid down in six clauses of an Act of Parliament, and 133 paragraphs of administrative orders, and it would be impossible to describe them all. Here we have only been able to indicate the general lines of organization. But one point may be emphasized: if we are to strive for an international coal agreement—and that is essential—then it will be necessary to create similar organizations in the coal industry of other countries, organizations which are empowered to negotiate and sign conventions in the name of the coal industry of each nation. And if these bodies are to enjoy confidence at home, then the workers and consumers must not be excluded.

"Ready as the German miners are to stand by their British comrades in the bitter struggle, and if need be to give them definite support, yet they must for that very reason desire to see efforts made to replace unbridled, subsidized competition by an international agreement in the coal trade which will bring succor to the miners in every land."


I SAY! HADN'T WE BETTER FIND OUT WHERE OUR BONE HAS GONE BEFORE WE CONTINUE OUR FIGHT OVER IT
EMPLOYERS
LABOR
TRADE
FOREIGNER
ILLINGWORTH

"WHAT IS THERE LEFT TO FIGHT ABOUT?"
—*The Western Mail* (Cardiff).

JAPANESE DOUBTS ABOUT DISARMAMENT—No practical purpose can be served by an international Disarmament Conference, even if one were organized, say some skeptical Japanese editors, who begin to weary of hearing the cry, "Peace, peace," where there is no peace. The materialization of ideal peace, safeguarding international tranquillity, as the result of general disarmament, is "a Utopian dream," in the disillusioned view of the Tokyo *Shugai Shogyo*, which goes on to say:

"We are not free from a feeling of anxiety as to whether successful disarmament will eliminate the cause of international war, and whether the surplus arising from the limitation of warlike preparations will be appropriated for the advancement of civilization and for the improvement of living conditions so that the nations concerned may become prosperous.

"The scope of the Locarno Treaty is limited in application to Europe alone, yet it is not sufficiently valid. It required from the participants a great amount of labor to bring about the security pact. Despite such efforts, the secret treaties which some nations concluded hampered the validation of the Locarno Treaty, obstructing its enforcement. This was detrimental to the prestige of the League of Nations. It is evident to all from this that a successful disarmament conference is well-nigh hopeless unless the policies they pursue be reformed.

"The effect of disarmament depends upon the good faith and sincerity of the Powers concerned. We are, however, far from being confident that they will exert their utmost endeavors."

TWO YEARS OF THE DAWES PLAN

IT IS NOT YET POSSIBLE to say definitely whether the scheme worked out by the expert founders of the Dawes plan is economically sound, say some British editors, who remind us that in Germany the whole fabric of reconstruction rests on this plan, but as the period of partial moratorium has not yet expired, the problem of the plan's success remains to be proven. In recent months, according to the London *Statist*, grave doubts have been cast on the plan, outside Germany as well as in that country. Turning to the German press, we find Dr. Bernhard Dernburg writing in the *Berliner Tageblatt* as follows:

"The authors of the Dawes plan aimed to set up a machine that would extract from Germany the maximum of funds without smashing Germany's normal economic and social existence. Also they wished to provide this machine with a safety-valve to prevent it from exerting too heavy a pressure upon Germany's economic life. If all this were feasible, it would certainly be advantageous—even from the standpoint of German policy—to test this plan for a sufficiently long period without taking any measures that might interfere with its working.

"Discussions as to the practicability of the Dawes plan are continuous. And in industrial circles it is said more and more often that the very foundations upon which the plan was built are shaky, and that the rehabilitation of international relations, which is unthinkable without the rehabilitation of Germany's economic structure, will be postponed, if not brought to a standstill, by the application of the Dawes plan."

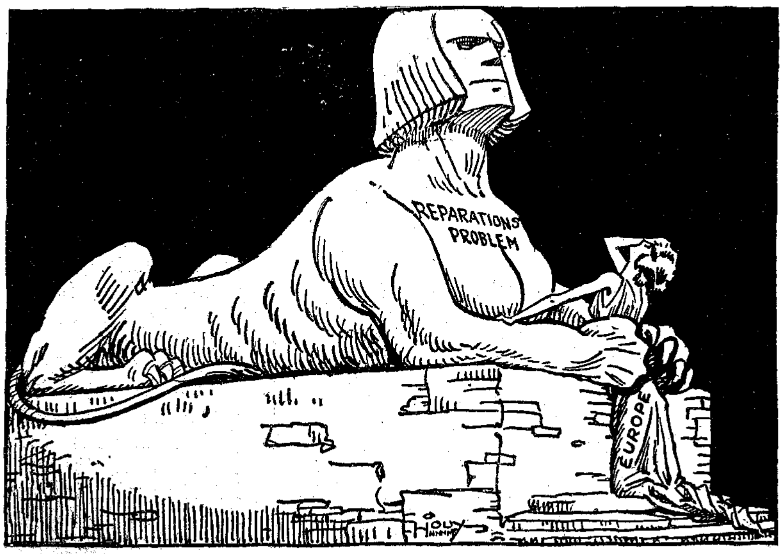
Dr. Dernburg goes on to say that because of the indebtedness of all countries to America, German marks collected in Germany by the Allies through the operation of the Dawes plan, reach the Treasury of the United States in the final accounting. Now, he says further, if insufficient collections are made from Germany, the allied countries must draw their payments for the United States out of their own funds, wherefore, "it is natural that England and France, as well as other debtors of the United States, should be very interested in Germany's economic situation." We read then:

"The bulk of Germany's industrial machinery remains idle. To compete with foreign countries is exceedingly difficult for Germany, because the cost of production has so considerably increased. Unemployment adds to the total of unproductive expenditures which the State has to meet. Judging by the standards of 1913, we ought to be importing about 14,000,000,000 gold marks' worth of foreign goods every year. Only with such an amount of imports could our industrial machine move at full speed. But in the course of recent years our imports have fallen far below this total, and that is one of the eloquent symptoms of the decay of our economic life. Now we must pay for our imports with our exports; but unfortunately we have not been able to cover the insufficient imports of late years with exports."

Such a revelation, according to Dr. Dernburg, makes it easier for one to understand why the Dawes plan is said by some to rest on a tottering foundation, and he adds:

"As long as Germany has a passive trade balance, she can not make her payments to foreign countries. Two years after the introduction of the Dawes plan the obligations imposed upon Germany amount to 2.5 billion gold marks and it increases annually. This requirement can be met only if German exports exceed German imports by 4 billion or 5 billion gold marks."

According to Dr. Dernburg, this is a sheer impossibility, for even if Germany could increase her exports, they would be barred by the protective tariffs of foreign countries, which he calls "a real plague to German commerce." So he asserts that it is more than questionable whether the Dawes plan will ever prove a success, for even tho it drains Germany, it can not afford the Allies all they expect. Skepticism is the tone also of the *Hamburger Nachrichten*, which observes that the "passive" trade balance of Germany during the past two years has been so great that it would have ruined German currency were it not for the fact that the Germans were able to borrow heavily, especially in America. Only thanks to these loans, we are told, has the Reichsbank been able to maintain the mark at its level of 4.20 to the dollar, and this newspaper adds:



A LABOR VIEW

In the grip of the Sphinx.

—*The New Leader* (London).

"In the Dawes plan there is a provision by which the whole plan must be revised if it should happen that the payments exacted from Germany threaten the stability of the exchange value of the German mark. And one can hardly doubt that such will be the case as soon as the influx of foreign capital ceases."

The sooner this plan is reshaped, we read further, the better, for, as it is, it may best be described as a plan for draining all the blood out of Germany. Even now, it is averred, German standards of life "verge on misery," and they equal only 56 per cent. of the British and only 37 per cent. of the American standard. "Germany can hardly be expected to descend still lower in the scale of living."

In the London *Economic Review* it is also noted that since the inauguration of the Dawes plan credit has flowed from the outside world to Germany, and not from Germany to the outside world. But, it is added, when foreign loans to Germany cease or are reduced, or when the Agent General for Reparation Payments begins making substantial transfers of funds from Germany to other countries, Germany will develop an export surplus. The author of the article in which this statement is made is Benjamin M. Anderson, Jr., economist of the Chase National Bank of the City of New York, and he goes on to say:

"The figures for German trade since stabilization have shown until the last three or four months a very great adverse balance, and there has been a great deal of apprehension—and of misapprehension—exprest regarding the matter. The Dawes plan can be successful only provided a favorable balance of trade is created. How, then, can the Dawes plan be said to be successful if Germany has imported vastly more than she has exported? The answer is easy to give, and lies on the surface. The early period of the Dawes plan necessarily created a set of circumstances which made a favorable balance of trade temporarily quite impossible.

"1. Germany has received a great volume of foreign loans to set her going again.

"2. There has been a great repatriation of German funds which had been sent out of the country during the period when the mark was shrinking and which returned when stabilization was accomplished, and it was safe to put them in mark form again.

"3. A substantial part of the German exports, namely, payments of reparations in kind, has not been entered in the export figures of Germany, and if they were included the totals would be much higher.

"4. German expenditures for the maintenance of the armies of occupation are, for the purpose in hand, to be added to the exports in kind under reparations. They constitute payment by Germany in lieu of exports.

"5. The only important transfers of reparations so far made under the plan have been in kind, and not in funds."

BRITAIN'S NAVAL SERVICE "UNPOPULAR"

NOT ONLY IS IT VERY DIFFICULT in England to get money for the Navy, we are told, but it is now becoming not too easy to get the right class of young officers. *The English Review* (London) says bluntly that the naval service, regarded as a profession, is "rather under a cloud." The number of ships in commission has been heavily reduced, the war battle-ships and cruisers are rapidly becoming obsolete, and this monthly adds that political resistance even to the most necessary replacements of ships is formidable and growing. In these after-war years of apparent naval security, it is asserted, the Navy has not behind it that public driving power of apprehension—commonly called blue funk—which supported the Admiralty in their demands during 1908-1914. But a first-class Navy is said to be just as necessary to Britain and the Empire as it ever was, "tho the need may not be obvious to the all-powerful man in the street who is the terror of politicians." As to the difficulty in obtaining the right class of young officers, this review observes:

"The prospects are not good. For the first twenty years of his service the youngster who enters through Dartmouth has a full, active life, and gets the finest training in the world. Then he sees before him that perilous chasm of selection which divides the lieutenant-commander from the rank of commander. If that chasm be not crossed at the right moment—four-fifths of the young officers do not cross it—the end of a career is in sight. There can be no further promotion, and in the early forties of his age the officer has to retire with his training largely wasted. That is one of the tragedies of peace-time service which affects the executive officers much more gravely than it does the engineering or paymaster branches. It is possibly the remembrance of the fate which awaits the officer not made a commander that makes the executive branch rather jealous of the happier prospects of the others, who, tho they can not rise so high, yet are protected from falling so low. It is this uncertainty in the prospects of the naval officer that is affecting the attitude of the schools. Not long since the headmasters of the public schools were consulted by the Admiralty about their supply of candidates for entry to the Naval College at Dartmouth. The headmasters were, we understand, not encouraging. They pointed out that a profession which for four out of every five entrants culminates at the age of thirty-five, and involves retirement at forty-five, would not appeal to the parents of bright public-school boys."

DRURY COLLEGE LIBRARY
Springfield, Missouri

ITALY'S GRIP ON SOUTH TYROL

EVERY VESTIGE of German culture and German sentiment in South Tyrol is to be destroyed, if Premier Mussolini can carry out his intentions, we are told, and he makes no concealment of them, but rather glories in them. His purpose is said to be the imposition of the Italian language, education, customs, and institutions on an alien people in order to absorb them. This is the declaration of a correspondent of the London *Spectator*, writing from South Tyrol, who says that the policy of Italianizing the Austro-Germans in that region is being "carried out with an iron hand." There is nothing to prevent Mussolini from executing with the utmost rigor threats he recently made against the Tyrolese, nothing, this informant adds, except the most solemn pledges made and obligations entered into by his predecessors in authority in Italy, and also by King Victor Emmanuel in the name of the Italian people. It is then pointed out that:

"Unlike other minorities, the Tyrolese have no legal protection under the Peace Treaty. On the other hand, there are undertakings given by General Picori-Giraldi, who annexed the Upper Adige, by Senator Tittoni, the Italian delegate at the Peace Conference, by successive Italian Ministers and by the King in his speech from the Throne, on December 1st, 1919, promising the inhabitants of South Tyrol that their local autonomy and customs would be preserved."

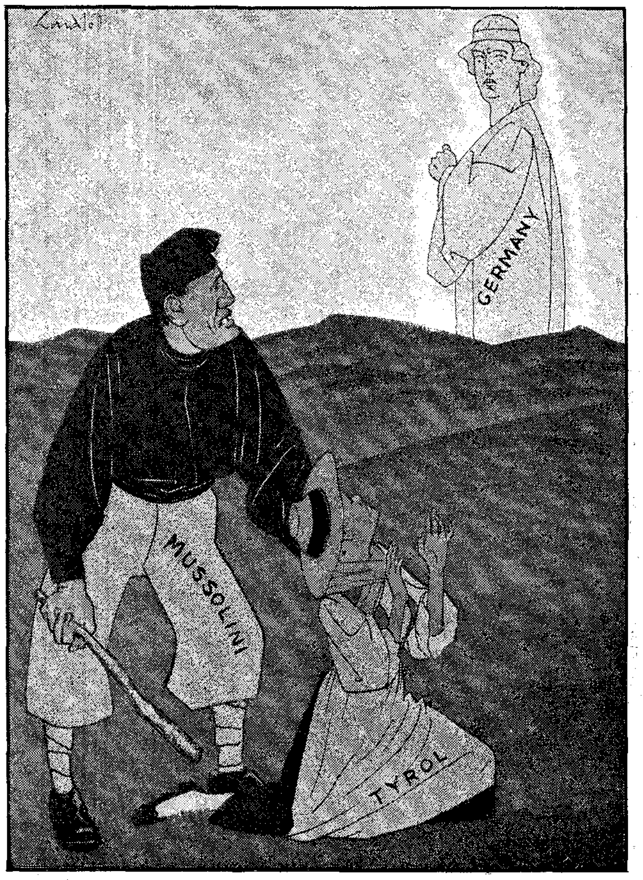
"There was no illusion on the part of the peacemakers when, after liberating 400,000 Italians from the tyranny of Austrian domination, they handed over 250,000 Austrians to the liberal and humanitarian rule of Italy. The South Tyrol was a pawn, as were other territories, in the intricate problem of treaty making. Its destiny was finally left to the decision of President Wilson, who happened to be more concerned with the Adriatic and the fate of Fiume, and gave way to the Italian claim. The sagacious Colonel House realized the risk of this momentous decision, and, writing in 'What Really Happened at Paris,' he said that the Tyrolese 'would not be reconciled to the change except through centuries of kindly treatment and good government.' Instead of which they are treated with harshness amounting to brutality, their local councils and institutions are supprest, they are gradually being deprived of their civil rights, and Fascist patriotism is forced upon them almost at the point of the bayonet."

Italy wanted the Brenner Pass to be the frontier on the north for geographical and strategical reasons, according to this correspondent, who tells us that a claim on "historical or ethnological grounds" was never seriously prest. It was recognized that the annexation meant trouble, he relates, because the Tyrolese are "the most intensely patriotic people of the German race." They are said to hold tenaciously to their picturesque customs, their music, literature and their institutions, and never forget that their country was the home of Andreas Hofer. What has happened, we are told, is that—

"Under Signor Mussolini a general broadside attack has been made against these patriotic people. One line of attack is directed against institutions, which are either supprest or forced to change their character. Local chambers of commerce, trades councils, agricultural societies and other institutions will be replaced by a single trades council in the provincial capital under the direction of the Préfet, a government official. Under the proposals nearly all the municipalities lose their elective mayors, including the towns of Bozen, Meran, Salurn, Neumarkt, and Kurtstsch, and will be placed under the administration of Government commissioners.

"Former German-speaking officials who also knew Italian have been displaced by Italians who do not know German. The Tyrolese will not be able to make things easier by adopting Italian nationality. According to a Royal Declaration, issued on January 10th of this year, applications for Italian nationality are subject to the test of the applicant being 'worthy.' His worthiness depends on the view of the Fascist officials."

It is further charged that a general onslaught is being made on the German language, and all place names are Italianized, while the words "South Tyrol" and "Tyrolese" are no longer permissible in the official local vocabulary. Merchandise, letters, and telegrams can be with certainty dispatched or delivered only if the Italian language is used, it appears, while since October, 1925, only Italian is permitted in civil and criminal court cases. Barristers must plead in that language, it is alleged, and judges have declined to hear witnesses in any other language or to have evidence interpreted. We read then:



GERMAN IRONY

MUSSOLINI: "But, my dear Mrs. Germania, your fears about my treatment of your child are incomprehensible, and without reason."
—*Kladderadatsch* (Berlin).

"Italian can not be made universal in the schools as yet. Children can not be taught in a language of which they are ignorant, but by prohibiting the use of German and making Italian compulsory in German schools, German in schools will be squeezed out in about eight years' time.

"In the matter of political liberty and freedom of the press the Tyrolese are not much worse off than are the people of Italy under Fascist rule.

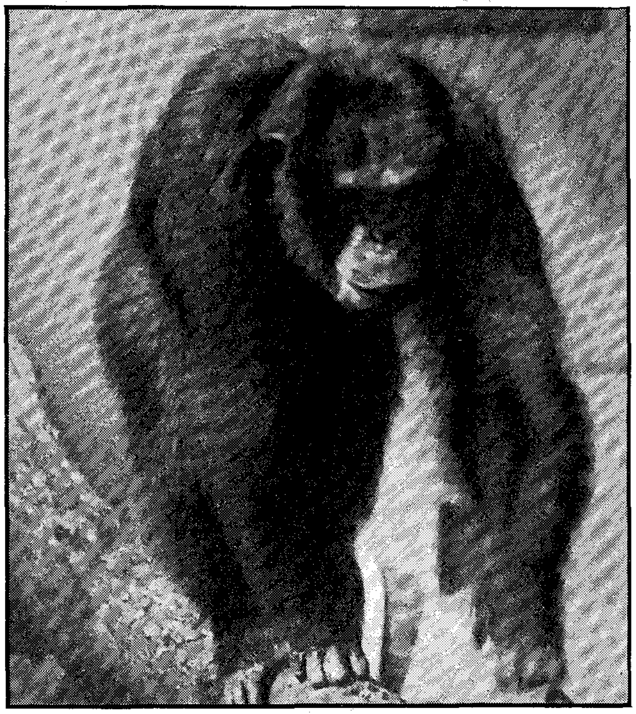
"The Church is the most conservative and firmly entrenched of all institutions in Roman Catholic countries, but the Church is not escaping the attention of Signor Mussolini; the demand is made for services to be held and religious instruction given in Italian as well as in German. The numerous German monasteries and convents in the province have been attacked for being 'hotbeds of irredentism.' In the parish church of Bozen, a purely German town, a sermon in Italian must be delivered every Sunday morning at ten o'clock, and a short address in Italian before mass at 11.30, and religious instruction must be given in that language in the afternoon. Early service is still permitted in German. . . .

"Precedents from all ages and from all countries prove that the Mussolini policy will fail in the end. It is impossible to kill a language simply by prohibiting its use, or to destroy racial patriotism by persecution. The policy adopted will perpetuate the very things which it is meant to get rid of; it will embitter racial hostilities and foster closer affinities with the German race beyond the Brenner. Moreover, it is creating a festering spots in one of the danger spots in Europe. Assimilation is out of the question, and there is no scope for Italian nationalization. There are only two ways in which the Mussolini policy can be effective: one is by the expulsion of the people; the other is by their extermination. The one is inexpedient, if not impracticable; the other is impossible."

SCIENCE - AND - INVENTION

THE STRENGTH OF APES AND MEN

THAT A CHIMPANZEE is three or four times as strong as a husky farm lad appears from tests made by John E. Bauman and described by him in a leading article contributed to *The Journal of Mammalogy* (Baltimore). This result, Mr. Bauman says, raises several interesting questions. Why this excess of strength? How was it acquired? Did our remote ancestors possess it? How did they lose it? As a matter of fact, Mr. Bauman says, few animals are stronger muscularly than man when the necessary reductions for size and muscular cross-section are made. The experiments described follow an earlier series, reference to which is made occasionally by the author in his account. Says Mr. Bauman:



Photographs by courtesy of *The Journal of Mammalogy* (Baltimore)

THREE TIMES AS STRONG AS A HUSKY ATHLETE

Boma pulled 847 pounds with one hand as against 210 pounds for the strongest man tested. Taking weight into account, Boma is from three to five times as strong as the athletes in the test.

"The dynamometer employed was of 2,000 pounds maximum capacity. It is based upon the principle of an elongated metal loop which upon being placed under tension in the direction of its long axis shortens in the direction of its transverse axis, thus moving, in a metal chamber situated in the center of the oval, machinery which turns a pointer. This pointer automatically retains its position at the maximum reading until reset.

"The dynamometer was at all times outside of the anthropoid's cage, the animal pulling on a looped rope which was passed through the bars and was attached to one end of the dynamometer, the other end of the latter being fastened firmly to the metal-work in front of the cage by a heavy steel chain. The end of the dynamometer farthest from the rope was fastened to a board on which it lay, the other end being left free in order that the entire stress should come upon the dynamometer itself. The dynamometer has been used for testing the back and leg strengths of Muhlenberg College students for anthropometric records.

"In the first of these endeavors only meager success was attained, since a representative strength test can generally be secured only from an anthropoid of distinctly vicious disposition and then only in a limited interval of time.

"The results were not wholly barren, however. Suzette showed none of her former zeal to pull the apparatus apart. However, she made a very deliberate two-hand pull, without appearing to exert herself notably. The pull registered 905 pounds. Altho less than her previous 1,260-pound test, this pull by its very deliberateness and absence of particular effort seemed almost more impressive to the author.

"Chimpanzee Fanny, who previously refused to have anything to do with the apparatus, seized the rope loop, but instead of pulling on it whipt it to and fro violently, screeching at the top of her lungs. She also varied this procedure with furious futile attempts to grab the author and the keeper, who were standing beside the recording device. It was very illustrative of Fanny's transport of rage that she should try to grab persons so far out of her reach. Suzette, tho vicious, would not waste her energy in attempts having not the slightest prospect of success.

"Johanna, a large chimpanzee, showed a most ludicrous fear of the apparatus. Only on one occasion did she make a pull, but she was at the time in a runway between her indoor and outdoor cages, in which she was cramped for room and moreover assumed so strange and awkward an attitude to pull, not even bracing herself against the framework, that her record of 378 pounds means little except that in so awkward a position the ape could pull more than the average man under the best conditions.

"The second of the three objectives proved very interesting. Altho Suzette's 1,260-pound two-hand pull seems to have appeared more impressive to most people than Boma's right-hand 847-pound pull, the author judged from the mechanical disadvantages of the position that the latter really was the more significant of the two.

"To test this fact he secured the cooperation of a number of students of the college at which he was teaching, Augustana College, at Sioux Falls, South Dakota. Most of these students were members of the college football team who had been working hard on the farm before coming to college that fall and were therefore well developed muscularly an in good condition."

A tabular statement show that the strongest of thes men could pull 210 pounds with one hand and 491 with two. The writer goes on:

"In considering the above data one fact is very significant, that these men, used to hard manual labor, had to use a folded cloth in the palm of the left hand (which held to a fixt support so that the full strength could be developed, otherwise the person would just have pulled himself up to the apparatus by his right hand) to prevent the fixt support from cutting the hand.

"The author endeavored to use a fixt support as closely as possible comparable to the sharp-cornered steel-door frame which Boma held with his left hand during his pull, and was struck by the fact that while Boma's horny fingers could hold onto a fairly sharp-cornered metal piece during an 847-pound pull these men with all the calluses developed on their palms by farm labor could not exert their pulls ranging from 147 to 210 pounds without the above-mentioned protection.

"In order to make a just comparison with the two series of tests it was necessary, of course, to reduce to an equal weight basis. Simple averages were employed and no attempt was made to use biometric methods."

The results show that taking the contestants' bodily weight into account, the chimpanzee was from 2.57 to 4.73 times as strong as the men. Only two out of five of these husky farm lads could approximate one-fourth of Boma's pull, the position being fully as handy for man as for ape. Mr. Bauman goes on:

"Since chimpanzees are so much stronger weight for weight, and also muscle girth for muscle girth, than men, to what factors do they owe this very striking superiority? Is the chimpanzee muscle of superior contractile quality? Or is superior nervous stimulus exerted on the muscle fibers? Or is it partly one and partly the other? A three or four to one difference certainly demands an explanation. No one could attribute it to exercise, in comparing long-captive chimpanzees with students fresh from strenuous farm-labor.

"Heredity suggests itself immediately, and rightfully so, but as the exigencies of an arboreal life in which strength is a prime asset have probably resulted in natural selection maintaining this high strength level, the further question suggests itself: Did our own arboreal ancestors possess a comparable strength, and if so at what period did such a high degree of strength cease to be an object of stringent selection and gradually diminish to a lower level? Furthermore, heredity and selection might explain the original acquirement and subsequent transmission of such strength, but they leave the physiological problems of its immediate causation unexplained. It is the physiologist who must deal with these.

"Taking a comparative view we find that, making the necessary allowances for difference in stature and amount of cross-section of muscle in proportion to body weight, man compares favorably with many, probably with most, other animals. We rank considerably above the Ungulata [hoofed animals], and the oft-cited strengths of the beetle and ant, when duly corrected as just indicated, appear to be materially less than our own. Probably cross-section for cross-section of muscle man stands materially above the bulk of the animal species. The animals outranking him, it would seem, are the Carnivora, the other Primates, and such animals as the mole, etc.

"It would be an experiment both interesting and valuable to test the relative strength of the Felidæ [cat tribe] and the chimpanzee and orang, in order to determine which is entitled to the rank of greatest strength in the animal world per unit area of muscle cross-section. The author has thought of doing so himself, but the practical difficulties are immense in the case of the Felidæ. Milo Hastings's statement is a true one that: 'The cat tribe and man seldom if ever test their powers save in a manner in which weapons and not strength decide the issue.'

"The power of blow of the paw of a lion or tiger might perhaps be measured with a specially constructed apparatus and the power of spring by an arrangement of a net attached to a dynamometer dropt over the beast in the act of springing, but, difficult as this would probably prove to do, homologizing the result with those of tests on the Primates bids fair to be a greater problem.

JOHANNA

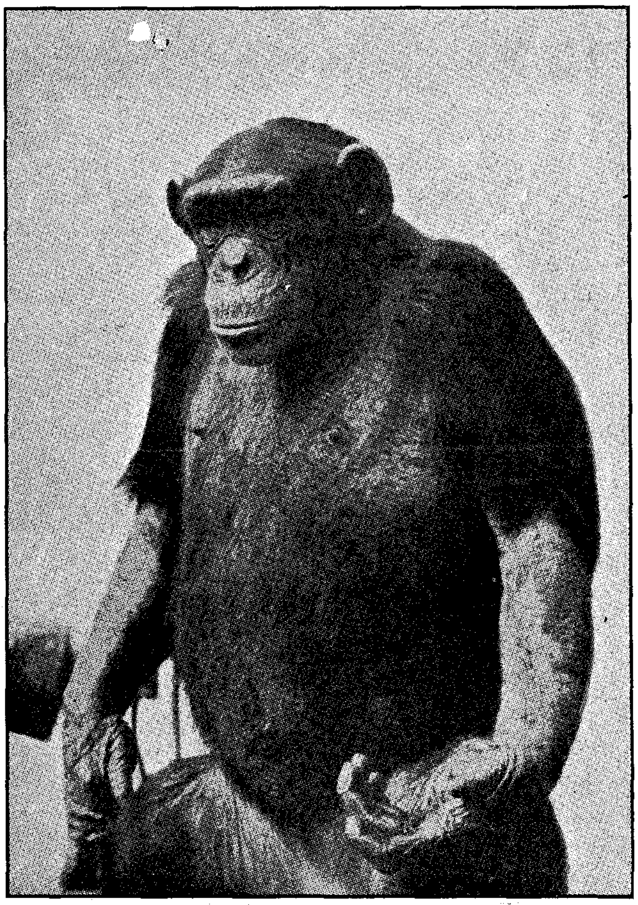
Afraid of the apparatus and in an awkward position she showed pulling strength greater than the average man.

"The last question raised by the strength of the chimpanzee seems to have been *completely* overlooked in the past. All anatomists place reliance upon the relative development of the various muscle attachment ridges and pits on the bones as a trustworthy indication of the strength of the owner.

"Yet any one who will take the trouble to compare carefully the chimpanzee with the human being will notice that the muscle attachment roughnesses are very markedly less prominent in the former than in the latter, yet Suzette's pulls have clearly demonstrated an immense superiority in strength of the lumbar region in the ape. Also with regard to long sustained action, a short time spent in the anthropoidal posture will convince any person that this posture calls for more taxing long sustained action of the lumbar muscles than does the erect posture of the human being.

"We certainly can not look to man's erect posture for an explanation of the smooth, sharp rim of the hip bone in the anthropoid ape, why then do the usually so reliable muscle attachments fail here to correctly indicate relative strength? The discrepancy is an extremely pronounced, not a trifling one, moreover.

"And, finally, how about those interesting Neanderthal men? We customarily base our estimate of their probable strength upon the degree of prominence of their muscle attachments as observed in the fossil bones—but should not the above consideration incline us toward caution in this class of inferences, particularly when the subjects are an ancient race known to have approximated closely to the anthropoidal type in their anatomy—as well as impel the comparative anatomist to a thorough investigation into the reason for this strange discrepancy?"



A CHIMPANZEE STRONG WOMAN

Suzette registered a 1,260-pound two-hand pull in one test and a 905-pound pull in a second more leisurely effort. The best the human athletes could do was 491 pounds.

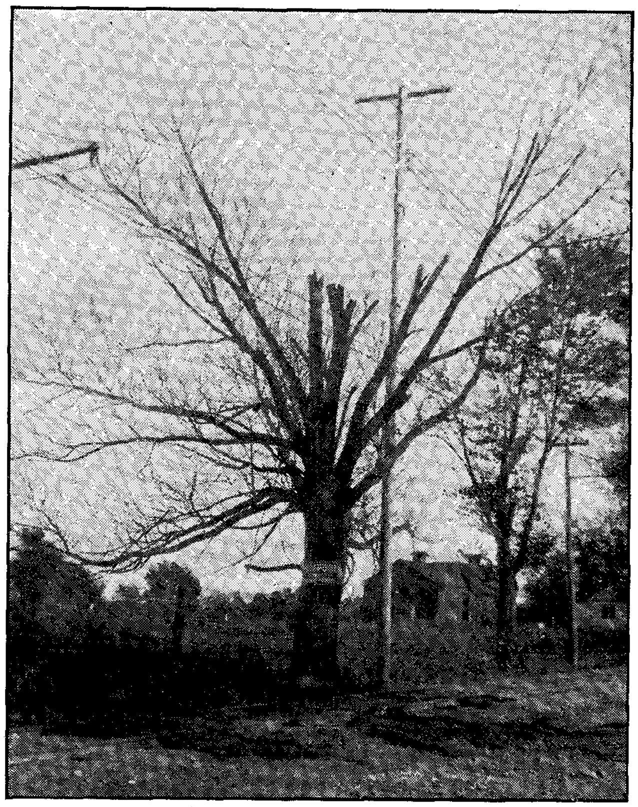
CUTTING FIRE LOSSES WITH HYDROPLANES—Forest fires in Ontario were reduced in two years from an acreage of over two million to only ten thousand by a hydroplane scouting service, we are told by the Toronto correspondent of *The Paper Trade Journal* (New York). We read:

"Before the Public Accounts Committee of the Ontario Legislature recently, the Hon. James Lyons, former Minister of Lands and Forests for the province, said that in 1923 the fire loss in Ontario was 2,120,000 acres, and that protection cost $1,000,000. In 1924 the loss was 146,000 acres, and the cost was $865,000.

"In 1925 the loss was only 10,000 acres of timber-lands at a cost of $1,100,000, of which $300,000 was capital cost. In 1924 Ontario had inaugurated an airplane scouting service, buying thirteen hydroplanes at $5,500 each. Mr. Lyons stated that the province in 1923 lost about $8,500,000 in timber destruction through fires, and the two following years he figured that the province saved $32,000,000 by the use of hydroplanes which did effective work, and were very quick in the detection of fire. That amount was his estimate, based on a cordage value of four cords to the acre. At Sudbury, the Government started its eastern base, and at Sioux Lookout its western base, for the hydroplane service. There were six or seven planes at each base. The Ontario Government had also established fourteen fueling stations."

BUTCHERING TREES FOR ELECTRIC LINES

SOME BAD BUNGLING has often happened in the trimming of shade-trees to afford proper clearance for electric lines, without consideration for the fact that these trees were originally planted to beautify the street, and that ugly trimming makes them useless for this purpose. According to G. D. Blair of Jackson, Michigan, writing in *The Electrical World* (New York), such disfigurement is not at all necessary. The tree problem, he says, will be present as long as power is transmitted by overhead conductors and economy of construction is considered. Tree-trimming for power-line clearance and safety is legitimate and indispensable, and responsibility for obtaining and maintaining adequate tree clearance in public and private places has long been vested in the companies themselves. Civic authorities and individuals are willing to concede this privilege because of their desire for public improvement, but they have a right to insist that the work be thoroughly and intelligently administered. He goes on:



Photographs by courtesy of Consumers Power Company, Jackson, Michigan

A TREE RUINED BY RUTHLESS TRIMMING

A noble tree mangled to make room for electric wires.

"It should not be necessary for construction and operating men to look upon their tree problems with apprehension. Trim the trees with the same degree of skill exercised in meter-settings and line-construction, and the tree question will resolve itself into recognized routine work. A solution for this problem will generally involve the following factors: (1) competent foremen, skilled in tree work and in charge of permanent crews; (2) proper tools and equipment; (3) honest, intelligent agreement with each individual property owner and with civic authorities before work is begun. It should be kept in mind that conservation of trees is a direct public contract, also that years of ruthless trimming by willing but incompetent linemen has, in the public mind, tainted the situation. Replace antiquated, butchering methods with systematic, scientific, skilled workmanship supplemented by kind but firm consideration of individual rights, and highly desirable results will be obtained.

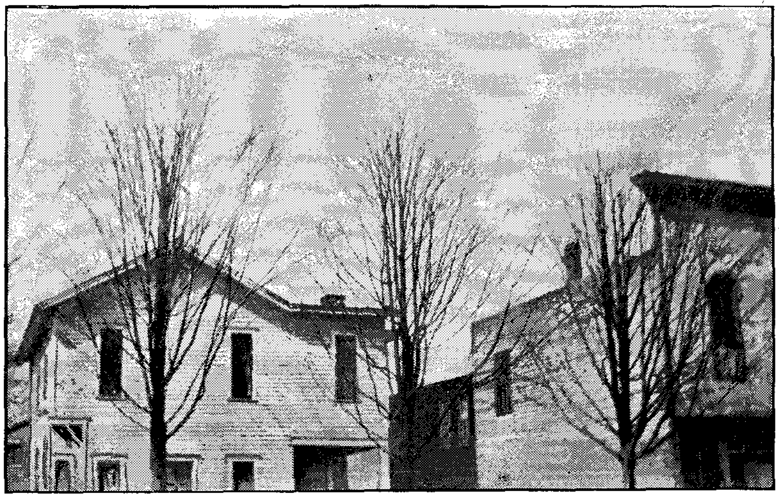
"Capable foremen should aid in selecting pole heights and pole locations adjacent to trees. Thus, fundamentally, the conditions are made right to obtain adequate tree clearance by trimming. The property owner and civic authorities are then approached and a friendly understanding, either verbal or written, is effected. Confidence is inspired in the public's mind through discussion of treatment of its trees with trained tree men. Honest agreement carried out to the letter further assures satisfaction on the customer's part, and the pleasing appearance of the finished operation eliminates future difficulties occurring under similar conditions.

"Special tools are of primary importance in the actual execution of the work from the standpoints of economy, good workmanship and safety. Consideration given to tree-symmetry, dead, broken and interfering limbs, thinning and the general welfare of the tree invites favorable comment and lessens future costs. Small crews of five to seven men have proved most successful under normal conditions. Never use spurs on live trees. Neatness of completed operation by removing all cut limbs from trees, hauling brush, leaving no stubs to decay, and painting all wounds are important details.

"Line-construction on private rights-of-way requires fewer trees to be trimmed and more to be removed than does construction on public highways. The same policy, however, should prevail. Standard clearances of 5 feet on primary distribution lines, 7 feet on 40,000-volt transmission lines, and 10 feet on higher voltages are considered sufficient under most conditions."

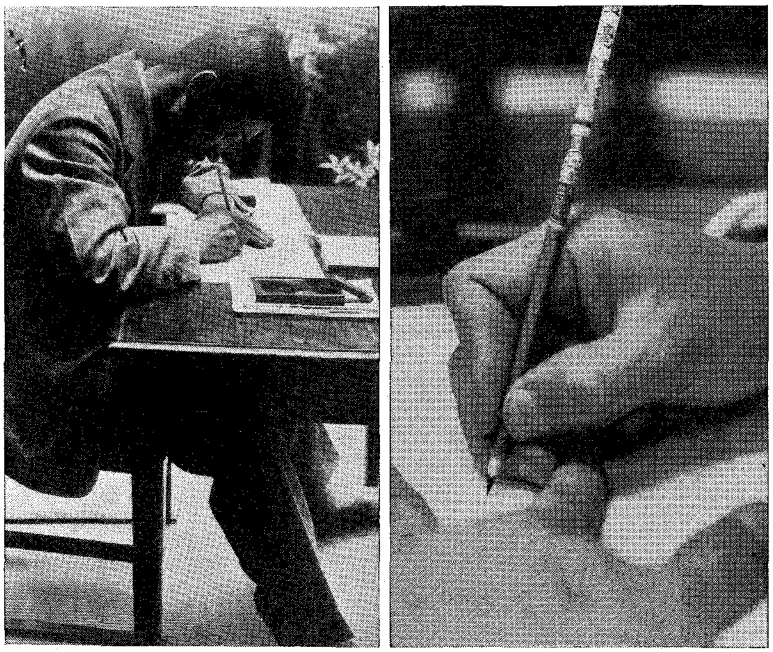
THE LOST ART OF LENS-MAKING—The United States still has the world's largest refracting telescope, we are told by Science Service's *Daily Science News Bulletin* (Washington). The 41-inch instrument for the observatory at Simeis, in the Crimea, with a lens one inch larger than the famous 40-inch telescope of the Yerkes Observatory in Wisconsin, has failed to meet the tests recently given it. We read:

"The lens of the new telescope was made by the Parsons firm at Newcastle, England, but, it is stated, 'during the examination of the glass it was found that the whole 41-inch lens is absolutely useless. The glasses were bought on the condition that they stand the various tests. In any case, it is known with some certainty that not a single European firm is willing to make and figure a lens of even 30 inches in diameter.' A 40-inch reflecting telescope, with a concave mirror instead of a lens to form the image, has been erected at Simeis, however, and has proven so satisfactory that it is expected to be in operation by summer. This is not the largest of its kind, for in the United States alone there are five reflectors that equal or exceed it in size, including the 100-inch telescope at the Mt. Wilson Observatory in California, the largest in the world. The observatory at Simeis is a branch of one at Pulkovo, which has the largest refracting telescope in Russia, with a lens 30 inches in diameter.



HOW IT SHOULD BE DONE

Here are trees topped back from fifteen to eighteen feet so carefully that few signs of trimming appear. There is plenty of clearance space.



Illustrations by courtesy of *The Scientific American*

MR. MIYAKE AND SOME OF HIS MINIATURE WRITING

At the left is the Japanese penman; and a "close-up" of his skilful hand at work is shown at the right. The writing was done with a brush instead of a pen. These letters are so small that the writer himself can not see them and he works without the aid of a magnifying glass.

When this was completed in 1885 it was the largest in the world. At that time it was not found possible to have it made in Europe. The lens was finally made by Alvan Clark, in Massachusetts, who later made the 36-inch lens for the Lick Observatory in California as well as the 40-inch for the Yerkes Observatory. Tho most of the world's largest lenses have been made in the United States, most of their makers have died, and there is evidence that the art of making them is becoming lost, tho there are several American glass-workers who have had experience with lenses of more than moderate size."

WRITING WHAT ONE CAN NOT SEE—"The hand is quicker than the eye!" the expert with the pea and the three walnut shells used to cry at the fair grounds. He proved it to us. Now comes Mr. Miyake, of Kyoto, Japan, whose slogan is, "The hand is more delicate than the eye." By way of proof *The Scientific American* (New York) reproduces, in the exact size he executed it, four lines from Gray's "Elegy in a Country Churchyard." Only with the greatest difficulty can it be read with the naked eye. We read in that paper:

"The extraordinary thing about Mr. Miyake's writing is not that it is so small, but it is the way he does it. Microscopic writing done with the help of magnifiers is not unusual—any normal man with sufficient perseverance can learn to do it—but to write with eyes entirely unassisted, in letters so small that few people can read them, at the same time making each line, angle and curve so clear cut and distinct as to be read easily under a glass, is something of a feat. And this is accomplished with a brush! One of the examples of Mr. Miyake's work which imprest the Empress of Japan when he presented it to her was one hundred poems with one hundred figures of men and women in court dress, all done in a space one and three-eighth inches square. This task he repeated for a group of *Scientific American* readers who meet monthly in Kyoto to discuss supernormal phenomena. The question naturally arises: how can his hand execute letters which his eye can not distinguish? The answer is that the work is a sort of subconscious activity. Placed in front of him you see the open volume containing the 'Elegy.' After wetting his brush and stroking it to a point Mr. Miyake places the tip at the spot where he wishes to begin writing and fixes his gaze on the quatrain which he is to copy. His concentration is intense, exclusive, perfect. Without conscious direction his hand quivers, ever so slightly, in accord with his optic nerve as his eye travels slowly, stroke by stroke, over the printed page. He sees not what he is writing, but the picture before him. To write the four lines reproduced in the smallest cut on this page took him twenty minutes."

WHY THE EDUCATED DIE OUT

THAT THE AVERAGE COLLEGE-BRED MAN does not desire nor anticipate a family large enough to preserve his name from extinction is indicated by recent questions put to eighty Dartmouth students, as recorded by Stuart A. Rice and Malcolm M. Willey in *The Journal of Heredity* (Washington). Asked to state the number of children they desired to have, they gave answers that are tabulated as follows:

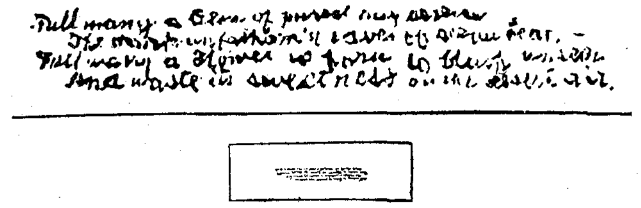
No. of children desired	*No. of men*
0	1
1	2
2	38
2 or 3	9
3	15
3 or 4	3
4	6
4 or 5	1
5	3
5 or 6	1
10	1
	80

The authors remark:

"It is readily observed that 62 among 80 men expressing a specific preference desired a family of either two or three children which, according to accepted authorities, is not enough to reproduce the group represented.

"It is clear to the extent that these students are representative of the coming generation of college-bred parents, that families of a size less than sufficient for the perpetuation of their class meet the approval of the group *mores*.

"There have been in recent years numerous statistical studies showing the tendency of the birth-rate among the intellectual classes, and particularly among college graduates, and among families from which college students are recruited. All of these have shown a downward movement and make it clear that the college groups, speaking broadly, are not reproducing themselves. Significant as these studies are statistically, most of them have not indicated what the individuals in these same college groups were thinking in reference to the size of American families. To a large extent, the approved size of the family in any age is closely bound up with what the sociologists have called the *mores* of the group—types of behavior which have received the stamp of social approval. These change from generation to generation. The individual of any period absorbs the *mores* with which he is surrounded from the time of his birth, and his opinions, whether the result of rational thought or not, tend to reflect the *mores* of his time. Present and future tendencies with respect to the birth-rate must therefore be considered in the light of imperceptible changes in the *mores*. It is apparent that the birth-rate is more and more becoming a function of conscious reflection, but the latter is in the nature of a conscious adaption to *mores* that have been accepted uncritically."



A SAMPLE OF MR. MIYAKE'S WRITING

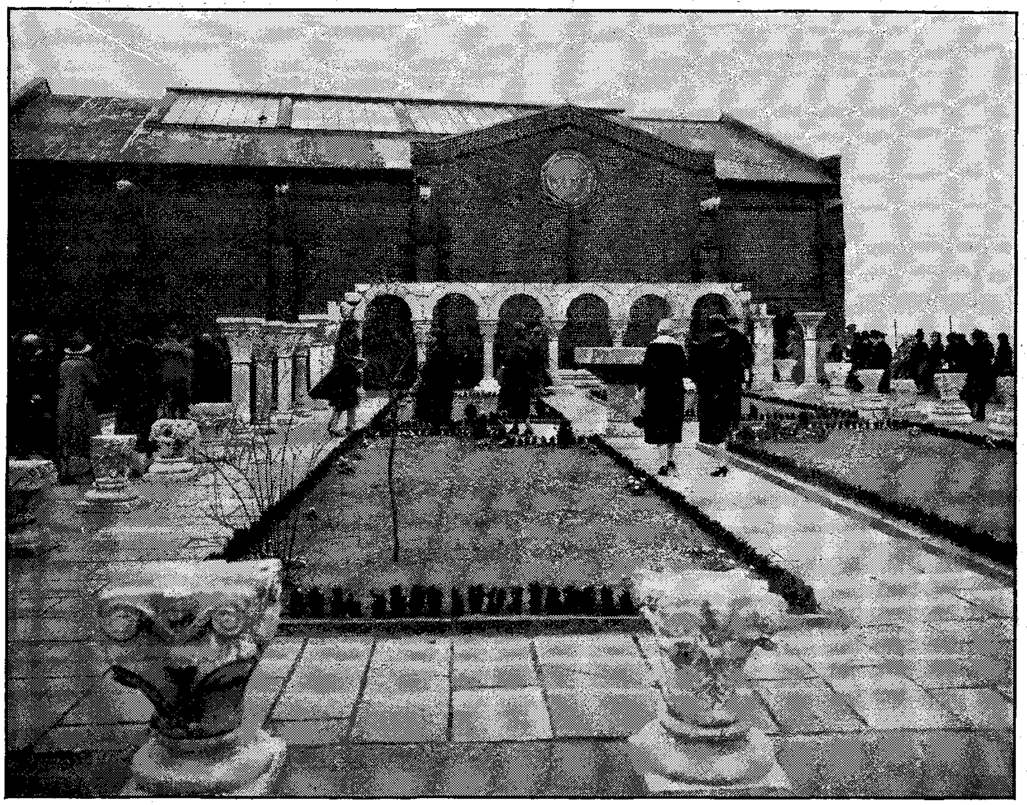
In the rectangle appear four lines from Gray's "Elegy" the exact size as written by the Japanese expert. Above is an enlargement.

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

RENAISSANCE SCULPTURE IN NEW YORK

FIFTH AVENUE BUSSES carry a placard inviting you to hop on and ride to the Cloisters. The term seems to be a beguilement for those not included in the 500,000 who are said to be booked for Europe this season. Actually it is the first branch of the Metropolitan Museum of Art, and forms a little museum of medieval art in itself standing on Fort Washington Avenue and 191st Street. It comes to the city through the munificence of Mr. John D. Rockefeller, Jr., who seems to hand out museums as Mr. Carnegie used to hand out libraries. Americans have been educated to accept such gifts gratefully, but when Mr. Rockefeller attempted to give a ten-million-dollar archeological museum to Egypt the gift was not accepted, whether from fear of "entangling alliances" or not is not at present apparent. The Cloisters, however, is joyfully accepted, tho it comes bearing the stinging reflection that it was nearly lost to New York when its creator offered it for a modest sum and public spirit did not respond. We gave an account of the benefaction in our issue for July 25, 1925, when the public first became aware of Mr. Rockefeller's gift. Now there has been time to scrutinize more closely the richness of the collection. The Cloisters, says Henry McBride in the New York *Sun*, "is another testimony to the genius and energy of George Grey Barnard the sculptor," for it was he who "conceived it, built it, and discovered most of the medieval carvings that adorn it." The story of how it was assembled from the débris of peasant dwellings in the neighborhood of ancient monuments brings to light the pathetic records of the vanishing of the antique world:



Photographs by courtesy of the Metropolitan Museum of Art

OUR RENAISSANCE MUSEUM

The garden backed up by the "Cloisters" which were retrieved from a bathing establishment near Prades.

"The erection of such a museum would have been a formidable task to any man at any time, but in this instance it becomes all the more astonishing since it was accomplished in the midst of a peculiarly hectic career as a sculptor. As long as the building stands it will be a monument to Mr. Barnard's will power and taste as well as to Mr. Rockefeller's generosity.

"It began with Mr. Barnard's early enthusiasm for Gothic sculpture and the necessity he felt for a few specimens to aid in the instruction of his pupils. At that time such carvings were scantily represented in the collections of this country, both public and private. The great cult for them, and consequent high prices, had not yet begun, but to buy such specimens as he desired was not possible with Mr. Barnard's purse. Undaunted, he set to work to discover carvings of his own.

"With scientific thoroughness he located on the maps sites of former edifices that had been apparently obliterated from the face of the earth, arguing that tho the greatest carvings from such places might have found their way into museums, there must remain specimens of interest that had been used by the careless in constructing works of utility. He turned this surmise into fact in such places in France as St. Gaudens, Cuxa, and St. Guilhem. Stones that had been built into rough farm buildings proved on investigation to have admirable early carvings on the inner surface. One very fine carving was actually built into a pigsty, and the pillars and capitals of the Cuxa Cloister, now among the chief prizes of the new museum, were rescued from the near-by town of Prades, where they were part of a bathing establishment.

"Getting them finally to America, the problem was to instal them. Convenient to the sculptor's studio on the cliffs that drop away from Fort Washington Heights a site was chosen, and there Mr. Barnard and his workmen put up a building in brick to house the collection. It took on at once the aspect of a religious edifice. The thought was not to build a church, nor a museum, but simply to provide surroundings for the old carvings that would be 'in sympathy.' The result has been eminently satisfactory.

"On this point Joseph Breck, who has written the guide for the Cloisters, says: 'In the sympathetic surroundings created by Mr. Barnard, each work of art is encouraged to reveal the full measure of its beauty. For those to whom the ideal museum is a collection of labels illustrated by specimens the Cloisters will be a disappointment. Here is no lifeless aggregation of "typical examples," so classified, so ticketed that the gentle voice of beauty is lost in the drone of erudition. On the contrary, the Cloisters is a shrine where medieval art is not so much on exhibition as at home.'

"The grounds surrounding the building have recently been embellished by landscape gardeners and as soon as this wintry spring permits will, doubtless, blossom like the rose. Outside the main entrance there is a portion of a wayside shrine, which once sheltered an ancient cross on a crest of a hill near Avignon, and which sufficiently advertises to passersby on the street the character of the art that is to be found within the museum. A portion of the Cuxa Cloister is also out in the air, to be viewed from afar, and it is hoped ultimately to have all four sides of this cloister in place with a tiled roof over the galleries. It will then be a most charming place of pilgrimage."

The interior is not exactly a church in appearance, tho it approximates the cruciform, with a division that serves as a nave, galleries that correspond to a triforium, and with aisles beneath. Continuing the description:

"In the eastern end there is the chancel, with the high altar and even a small sacristy. The light from the glass roof is modified by screens so that the sculptures have, it is thought, just the light for which they were carved. They certainly are wonderfully effective.

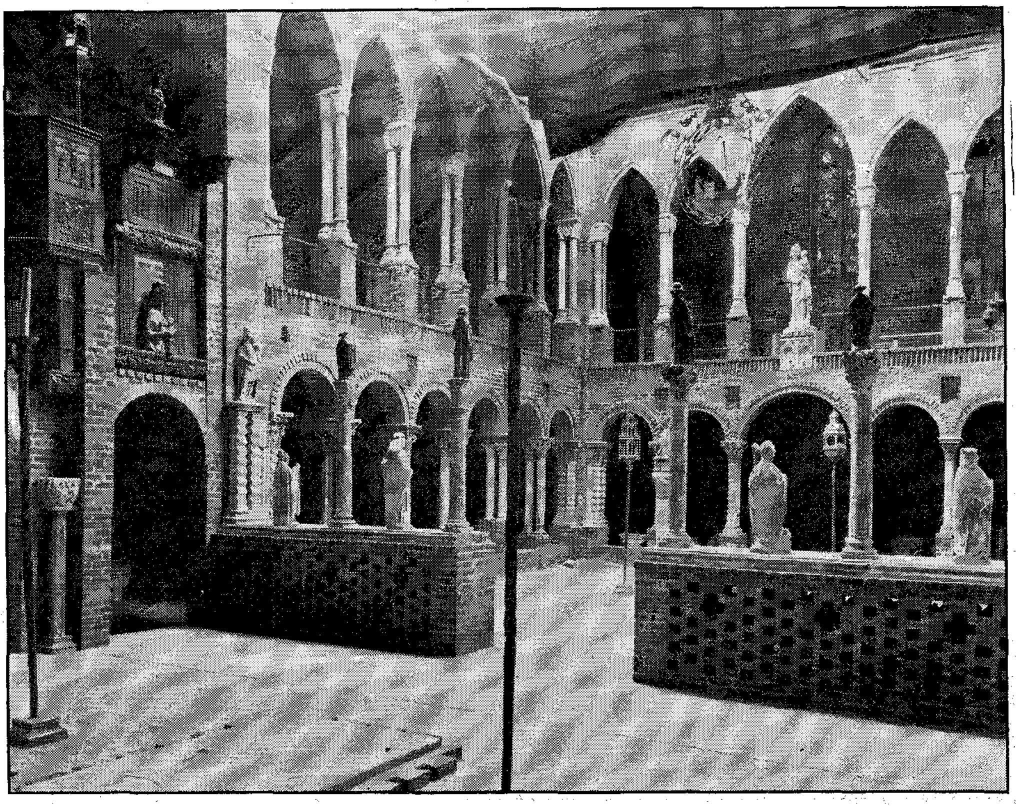
"Of the many pieces of ecclesiastical sculpture now shown, probably the Virgin and Child of the triforium, over the main entrance, will linger longest in the minds of the general public. It is a fourteenth-century work, in polychrome, tender, appealing, living. A work of still grander character but which requires, perhaps, for its appreciation an experience with the arts is the Romanesque torso of the Christ, which hangs in the sacristy. This is most noble sculpture, and those susceptible to the medium can read in this fragment the finest things of which art is capable. There is also an effective tomb effigy, a fine altar carving, and many effigies of the saints.

"In addition to the carvings collected by Mr. Barnard, Mr. Rockefeller has presented forty-two additional medieval sculptures to the Cloisters. Thirty of these are already in place and the others are to be installed shortly. The majority of these pieces, which are part of a collection formed by Mr. Rockefeller some years ago, are French in origin. The periods they exemplify are mainly the fourteenth, fifteenth and sixteenth centuries.

"The great marble fountain, which originally stood in the Cuxa Cloister, still exists but could not be obtained for New York. Therefore, the Metropolitan Museum authorities are particularly pleased that they have been able to acquire, partly by purchase and partly by the gift of Mr. Barnard, a magnificent Romanesque marble basin and pedestal which has been placed at the intersection of the paths in the cloister garden. It was formerly in a monastery within a few miles of Cuxa and is of the same marble and of the same period as the Cuxa Cloister."

Of Mr. Barnard's work the New York *Times* remarks:

"Here are some of the examples of Gothic sculpture Mr. Barnard collected when he came to believe that it was necessary for students to have for their guidance specimens of the products of the masters of that period. He then had little money to spend on this work; perforce his methods of acquirement were something more involved than reliance on dealers. He made the neighborhood of some ruined church or religious house the center of his investigations; working among the farmers in its vicinity, he collected for his purposes the examples taken in the course of time by them or their ancestors from the ruins. There resulted from this method of accumulation no collection of isolated masterpieces but specimens of artistic treasures of associated significance; and these he brought to this country and set up originally for his fellow artists. The cumulative effect is rich in beauty and pregnant with meaning."



INTERIOR OF THE CLOISTERS

George Grey Barnard, the sculptor, collected all these fragments from country places in France and built them into this structure suggesting a medieval church.

BAD LANGUAGE TO COME?

IT WILL BE THE CRITICS' turn next to use "bad words," tho it isn't a dramatic critic who puts the idea into their heads. Mr. Will Irwin thinks the inevitable outcome of all the profanity and free speech on the stage will be a like outspokenness when the reviewers take up the tale for the morning papers. Mr. Percy Hammond of *The Herald Tribune* stands up for his profession, tho he seems to like the ironic recoil of the present procedures called dramatic. It is all laid to "What Price Glory," tho the authors met criticism with the retort that their representations were accurate. Mr. Hammond shows that what may come of it is something like this:

"Will Irwin, a student of effects and their causes, asks what will be the consequence of this wave of vile theatrical language upon the critics of the drama. Within a year or two, he suggests, the reviewers will be riveting their impressions with the reprobate lingo now current upon the stage. Whereas their denunciations are now decorous, they soon will be influenced by evil associations. Mr. Irwin predicts that ere long the newspaper critiques will commence, for instance: 'What the h——l does this —— John Golden mean by producing such a —— —— botch as he did last night at the Lulu Belle Theater? It was the —— —— mess of —— that ever confronted the —— drama lovers.' (The blank spaces are mine, not Mr. Irwin's.) His prophecy, I suspect, is questionable. The responsible editors of the daily newspapers, who do not often come in contact with the drama, will continue to preserve their columns from uncleanliness. Tho the theater may go to the dogs in its gutter utterances, the critics will not be permitted to follow it. I have no doubt that in the course of time the gag will be loosened enough to allow reporters to goldang a drama and to refer to its producer as a derned fool. But the unthrottled days perceived by Mr. Irwin, when they will be outspoken, saying what they think in the unbridled tongue of their favorite art, is but an enchanting dream."

Mr. Hammond reminds us that he has long lifted his voice in protest. Mr. Alan Dale of the New York *American* is another who lately filled his Sunday column with this and more:

"Sometimes as I sit in the theater and watch the 'elegantly gowned' women, the meticulously arrayed men and the general atmosphere of police parade and aureate ostentation I can not repress a smile as I see these people gulping down without protest the foul language, the putrescent gutter phrases and the volleys of 'realistic' oaths provided by the theater to-day with punctilious precision.

"It used to infuriate me. To-day, it appeals to my sense of humor in its gay inconsistency, for all these folk would have a thousand fits if this language, to which they oppose no objections, were used at their own dinner tables. Their sons and daughters would be ostracized from decent society if they even repeated the words to which they blandly listen in the theater. And yet, as they sit before the proscenium arch and gaze at the imaginary events set forth in the play, they are perfectly satisfied with everything.

"It strikes me as immensely funny—having come to the belated conclusion that there is no use worrying about it, or even berating it. Everybody has had his say against these hideous outbursts of profanity and ribaldry, and it hasn't done one bit of good. Plays vie with each other in their 'realism' and the reviewers, realizing that it would do no good, wisely refrain from the prudery of expostulation.

"All these nicely drest folks, smug and self-satisfied, remind me of children who have been taught that certain things are forbidden and who therefore revel in them. Naughty little boys love to say nasty things because they sound 'grown-up' and advanced and because they have been vetoed by their elders. Naughty little girls whisper shady little secrets that they dare not mention aloud. There is a sort of illicit joy in that sort of thing. It is human nature."

MEISSONIER

TIME was when the picture reproduced on our cover this week was one of the conspicuous treasures of the Metropolitan Museum where it still hangs. The interest in Napoleon, the appeal to the historical imagination, the vigor and spirit of the horses, a tremendous verve, all give the picture a thrilling interest. It brings forcibly to mind the strength of the Napoleonic legend, but much paint has been applied to canvas since that day and few painters of to-day work in the manner of Meissonier. This artist was born at Lyons in 1815 and first became an illustrator of books. He exhibited in the Paris Salon of 1834 and soon began to receive medals for his work. He mingled active military life with his vocation as painter, was a captain of artillery in the National Guard in 1848, was present with Napoleon III at Solferino in 1859, and was a lieutenant of infantry in the National Guard during the siege of Paris in 1870. From the New International Encyclopedia, whose articles on art are excellent, we quote the following concerning Meissonier:

"His subjects are historical, military, and scenes from everyday life. Most of his pictures are on small canvases and studies of one or two figures. The characters are almost entirely men; in very few of his pictures do women or children appear. He was the chief of a school of genre painters, among the most prominent of whom were his son, Jean Charles, Detaille and Vibert. Every detail is as faithfully and carefully studied and portrayed as if it were of sole importance, and sometimes, particularly in his larger pictures, to the detriment of the general effect. His drawing is masterly, the color is fresh and true and the light and shade excellent; but his paintings usually lack beauty of tone, and their bald realism precludes real inspiration. He excels in the portrayal of action, and in his power to depict the subtlest shades of expression on the faces of his characters. Of his military pictures, one of the most famous is 'Friedland, 1807' (1875), a large painting in the Metropolitan Museum, New York. Other famous military pictures are: 'Cavalry Charge' (1867); 'Napoleon III at Solferino' (1864), in the Louvre; 'The Retreat from Moscow'; 'Napoleon Overlooking a Battle'; 'Napoleon and His Staff in 1814' (1864, Louvre). The Metropolitan Museum of Art, New York (inclusive of the Vanderbilt collection), possesses twelve other paintings by Meissonier and he is excellently represented in the Louvre and in the Wallace collection, London. Among his best-known genre pictures are: 'The Quarrel' (1855), belonging to the King of England; 'Ball Players at Antibes'; 'Amateurs of Painting' (1843, Musee Conde, Chantilly)."

RICHARD STRAUSS IN THE FILMS

RICHARD STRAUSS HAS BEEN in London conducting the music to the new film version of "Rosenkavalier," upon which he collaborated. The Metropolitan has long ago made us familiar with this charming opera, and so in due course there may be those who will wish to see it on the screen, as we went to see "Siegfried." Recollection of the latter adventure justifies the bantering description of the Strauss work written by Mr. Ernest Newman of the *Sunday Times* (London). He describes "the film mind," by which he means the mind that makes films—we say "directs" them—as "something unique among the world's absurdities." The writer of captions is placed in a similar category. "Typical of the films," he declares, is the information that "night was hovering over the palace." "Where I live," says Mr. Newman, "it merely gets dark when the sun goes down; it is only in the films that night is given to hovering over places." Before addressing himself to particulars of the Strauss film Mr. Newman lets himself go in speculation as to results if the subject had been Wagner:

"Given this pretentiously illiterate type of mind, you can guess, in any given instance, just what the film producer will do with a well-known story. Having the mentality of a child himself, he naturally imagines that the rest of humanity also is still in the nursery. Supposing—it is impossible, of course, to conceive it, but let us, for the sake of argument, suppose it—that Wagner's artistic conscience had become vulgarized to the extent of allowing a film company to do what it liked, for a monetary consideration, with the 'Meistersinger,' you can see at a glance what we should have got. The film mind of the poorer sort can not leave anything to the imagination; everything must be shown to the eye. Nothing can take place 'off'; if an allusion is made to anything or anybody in the course of the book or play, it or he must be created and exhibited.

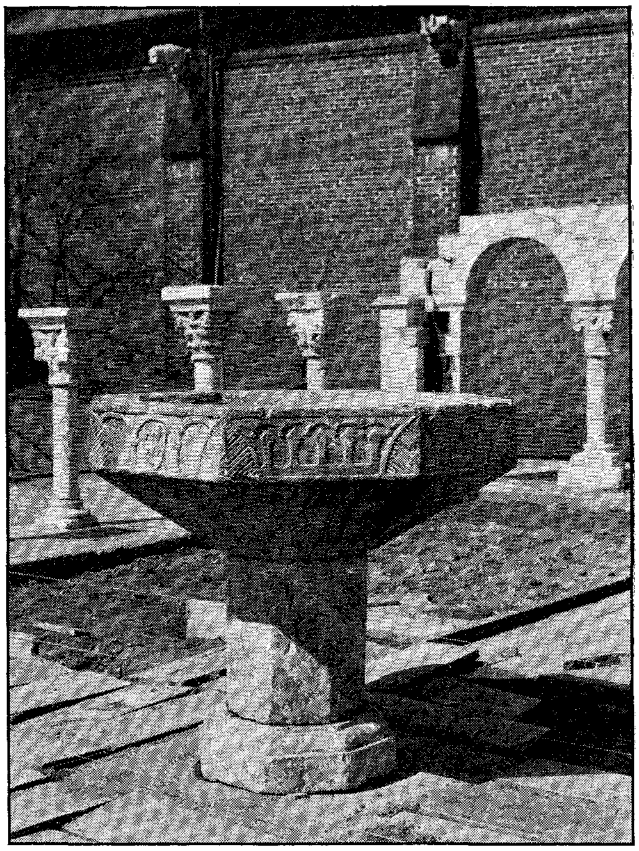
"The producer would read that *Walther* informs the Guild that it was from *Walther von der Vogelweid* that he learned his singing, and that *Frans Sachs*, hearing the name, ejaculates, 'A goodly Master!' That would be enough for the producer. This *Vogelweid* guy was evidently some singing-master, so a place would have to be made for him in the play; he would be got up in a style that the producer would imagine to be that of a minnesinger, and he would be shown giving a singing lesson to young *Walther von Stolzing* in the way that the producer, from his own experience, knows singing lessons to be given. It is true that *Vogelweid* does not appear in Wagner's opera, and so Wagner has omitted to write any music for him. But a little thing like that the producer will take in his stride. There is more music in the 'Meistersinger' than can be used for the film; so why not take a slice that isn't being used for its original purpose—*David's* song in the last act, for instance—and turn it over to *Vogelweid* and his singing lesson? *Pogner*, again, is a rich business man. Very well; let's have him driving down to the shop in the morning, ordering the shifting about of bales, running a calculating finger up a row of figures in a big ledger, and doing all the other things that Big Business does in the films. And *Beckmesser*. Is he not town clerk? Good; here's a chance for a picture of the Nuremberg Rathaus (outside), and (inside) of a council meeting with *Beckmesser* taking down the minutes.

"The love interest, of course, must be seen too. Fortunately there are already two and a half love interests in the 'Meistersinger'—*Walther* and *Eva David* and *Maddalena* (one each) and *Sachs* and *Eva* (a half). The total can easily be extended by pairing *Sachs* off happily with a lady appropriate to his age and occupation; and *Beckmesser* might even be married to the Rathaus charwoman, who has long looked on him from afar with eyes of admiring love. The introduction of the charwoman, too, would give opportunities for some topping comic relief. The brains that were capable of introducing a strong love interest into 'Moby Dick' would be equal to anything."

The "Rosenkavalier" film, we are told, has made a number of the "expected excursions into the moby-diculous."

"The film as a whole has precisely the good and the bad points that were to have been anticipated. The pictures of town and country are excellent in themselves, and once or twice they decidedly heighten the original effect. Thus in the opera the proud music that accompanies the coming of the *Silver Rose-bearer* is played to nothing more impressive than the servant-girl looking out of the window and chattering to *Sophie* of what she sees. In the film, the splendid stuff thunders out to a scene of popular excitement in the fine old street as the dignified cortège comes along. But for the most part the realistic scenes have much more to do with the films than with the 'Rosenkavalier.'

"The central psychological motive of the opera—the sad resignation by the older woman of her lover to a younger rival—is too subtle for the film producer, and perhaps for the type of brain that makes a film star; so the whole point of the drama has to be destroyed by making the *Princess* as young as *Sophie*. As it would never do to send a film audience home without its bit of sentimental sugar, she has to be united to her doubting husband at the finish; therefore the husband has to be created. In the opera he never appears; in the film he is a military commander of the true film type, living in a film camp, with a proper film staff, and winning a regular film victory over a film enemy. *Valzacchi* and *Annina*, who, in the opera, are lightly touched in, become genuine film villains, with, of course, a genuine film repentance at the end.



ROMANESQUE MARBLE BASIN

From the Monastery near Cuxa. It forms the center figure of the garden at the Cloisters.

"In short, a great opportunity has been missed. Here was a chance for the film to raise itself to the level of an operatic masterpiece; instead, it has done its stupid best to drag the masterpiece down to its own level. That it does not altogether succeed is due solely to the power of the music, even in this mutilated form. To any one who knows the score, the frequent application to one scene of music that was written for another is a sore annoyance; one wonders how Strauss could have found it in his conscience to do some of the things he has done, but no doubt the artistic conscience, like the commercial conscience, can lie easy enough in one pocket if the other have a sufficient counterpoise of pelf. All the same, we can dimly imagine what Wagner would have said —and done—to any one who had suggested that he might let the orchestra play 'Wahn, Wahn' to a film scene between *David* and *Maddalena*. In some cases we feel that the transference of music from one scene to another can be tolerated if not condoned; in others, the misapplication is so grievous as to be unforgivable. Strauss has had to write some new music for the interpolated scenes, especially the military ones. I should like to see the score of this. I doubt whether it would bear critical examination, but it is certainly extraordinarily effective in conjunction with the pictures—good, two-fisted he-music. There are some other telling new touches in the score, the best, perhaps, being the arrangement of the famous waltz the first time we hear it; a boy plays it on a hurdy-gurdy outside *Baron Ochs's* house, and the orchestration is a clever imitation of the hurdy-gurdy timbres.

"The final value of the production is that it gives us a hint of the glorious new art that might come from a combination of fine music with a fine film. Not that we shall ever see it, at any rate in our day: we have only to sit through the 'Rosenkavalier' to realize that for a long time yet the men of musical genius will be able to work with the film brain only by descending to the abysmal level of the latter."

The musical reporter, since London papers seem not yet to have created special film critics, who described the occasion, reports that Strauss walked out on one of the rehearsals, and that much of the playing was "ragged" and scrambling. That it was at no time first rate this reporter charges to Strauss himself. The film actor, Michael Bohnen, mentioned below, is a leading singer of the Metropolitan:

"As on the occasion when he conducted in the Albert Hall a year or two after the war, Strauss gave us the impression that he is bored to death by his own music, and only conducts it under protest and for a consideration. On Monday he had no life, no soul, no accent, no rhythm, except in the military music, with which, as it is almost as new to him as it is to us, he has not yet had time to become bored. Any young conductor of a small-town English opera company who went through his job as listlessly as Strauss did would pretty certainly be invited by the management at the end of the week to transfer his talents elsewhere. The synchronization of music and film was on the whole poor. The only actor who was worth his salt was Michael Bohnen (*Baron Ochs*), a magnificent German bass who has often sung the part in opera. The remainder were mostly just the usual film poseurs and poseuses, the worst of them, perhaps, being the *Octavian*, a vapid young man who conveyed the suggestion of adenoids."

After Mr. Newman's severe handling of the producer it may come as a surprize to learn that he is Dr. Wiene, who did "Caligari," and that he had Strauss's librettist, Hugo von Hoffmansthal, in devising the scenario.

BOSTON IN THE PULITZER AWARDS—Some sections of our critical fraternity have so often asserted that the literary life of New England, meaning Boston, was extinct, that many doubtless have accepted the statement to be true. The Committee of the Pulitzer awards have, probably without conscious intention, unsettled this view, and the fact is not lost on the Boston *Transcript*. This paper compliments the Committee on "an excellent record." *The Enquirer Sun* of Columbus, Georgia, performed "an outstanding service worthy of distinguished honor," it says, and *The Transcript* finds the award "more interesting from the fact that the editor of *The Enquirer Sun* is Julian Harris, the son of the beloved creator of 'Uncle Remus.'" New England can claim but small part in the rejected honors proffered to Mr. Lewis, tho he was educated at Yale. What *The Transcript* justly says is:

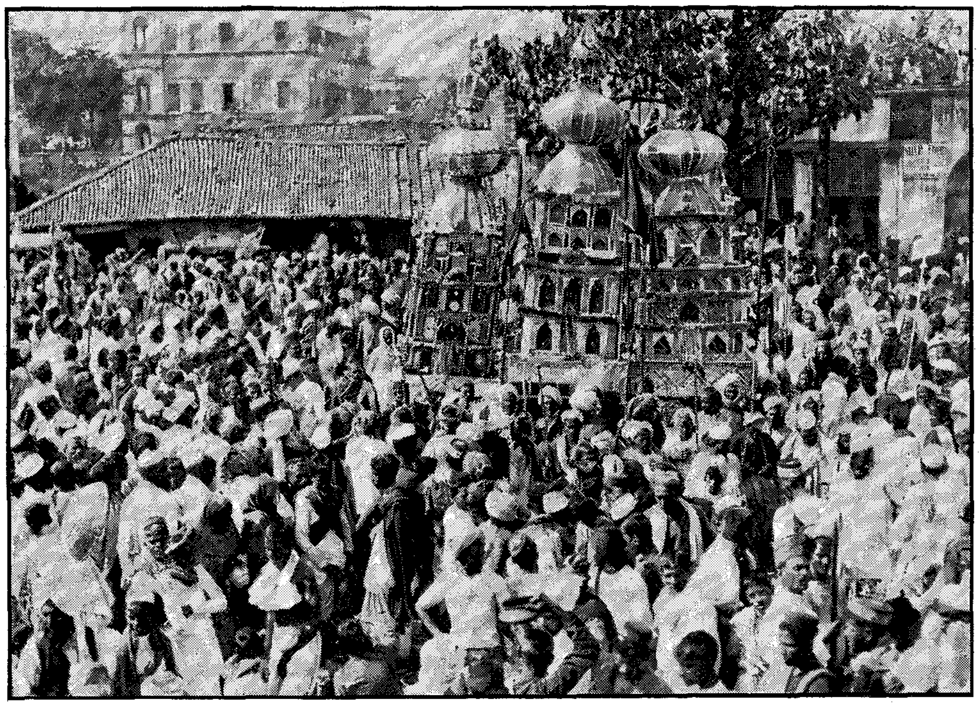
"In that pure literature, we may felicitate ourselves that the awards afford a new proof that the authors of New England are still to the front. We can not, to be sure, claim Mr. Sinclair Lewis, whose 'Arrowsmith' wins the prize for the best American novel—or at least the one 'having the wholesome atmosphere of American life.' But the prize of $1,000 for the best book of the year goes to Prof. Edward Channing of Harvard, for the sixth volume of his 'History of the United States.' The best American biography of the year is adjudged to be—and unquestionably it is—Dr. Harvey Cushing's 'Life of Sir William Osler,' while the late Amy Lowell's 'What's o'Clock' is awarded the prize for the best volume of verse.

"In this award of prizes we have a tribute of quite an imposing character to New England authors, who are not merely 'continuing the tradition' but are proving the close relation of our best literary production with the life and the problems of the time."

RELIGION-AND-SOCIAL-SERVICE

CALCUTTA'S MOSLEM-HINDU WAR

SACRED MUSIC PLAYED WITH MALICE by Hindus in front of a Moslem mosque on Good Friday set Calcutta in a bloody religious ferment, got beyond control of the authorities and resulted, at the latest reports, in 1,000 casualties, killed and wounded. The rioting is described in dispatches as the most appalling outburst of interreligious hatred the city has known for decades and the worst of the many affairs of the sort which have occurred in widely separated centers of India during the past few years. The story of the bloody frays reads like one of our own Herrin riots in the suddenness with which it developed, the maddened fury with which it was carried on and in the tragic desolation it caused. For a time Calcutta's currents of trade were paralyzed, and disease and famine were prepared to stalk about the city. "Many months must elapse before Calcutta will have recovered from the economic outbreak involved," writes Bernard Beilby, a United Press correspondent, who quotes Hugh Stephenson, Chief Secretary of the Bengal Government, as saying that it is the most serious situation he has known during the thirty years of his residence in India. A traditional feud exists between Hindu and Moslem in India, and it is said to be easily fanned into murderous outbreak. Music near a mosque—forbidden by Mohammed—is sufficient to excite the sectarian fury of a Mohammedan, as in this case, and an insult to a sacred cow or a sacred tree has led Hindus to quick revenge upon Mohammedans, as pictured above. Even the Swarajist, or Home Rule movement, has failed to suppress this sectarian hate, which is given as one reason why the British Government can not withdraw from India, lest the land be given over to the fury of its fanatics.



Photograph by Keystone View Company

JUST BEFORE THE BLOODSHED STARTED

The photograph shows a Mohammedan procession in Multan, India, which ended in a fight with Hindus. The Mohammedans have arrived at a tree held sacred by the Hindus, and must lop off its branches to pass under with their emblems. The sound of the ax started the carnage.

During the rioting, runs a graphic account of it in the London *Daily Telegraph* (printed before the British strike), all the forces available for the protection of life and property in Calcutta were engaged in an incessant struggle with frenzied mobs of Hindu and Moslem rioters seeking each other's blood and intent on wrecking each other's places of worship, dwellings and shops. We read further:

"The actual number of deaths and other casualties in the network of narrow streets that was the scene of the bitterest fighting can never be known. Temples and mosques have been burned, wrecked, or defiled. The fire-brigade had to deal with close upon eighty acts of incendiarism, and a score of separate conflagrations were blazing at one time while the madness was at its worst. Apart from the pitched battles between mobs, a horrible feature of the outbreak was the seizure of individuals by gangs who hurried their victims into side-streets and battered them to death. Public vehicles were stopt and their occupants dragged out and beaten; and our own correspondent has described the arrival of a tramcar at the Esplanade with a terribly mutilated body, which the murderers had ordered the driver, on pain of death, to carry to the center of the European quarter.

"The outbreak began with one of those familiar acts of deliberate provocation which are the traditional means of creating disturbances of this nature. On the Hindu side, the singing or playing of music in a religious procession as it passes a Moslem place of worship has always been one of the recognized opening moves. It is intended as an insult and a defiance, and is taken as such; but the consequences are seldom so grave as in this case, where the act was committed on Good Friday by a procession of the Arya Samaj sect passing a mosque in the most thickly populated area of the city. Arya Samaj is a movement of reformation in the Hindu community which for two generations past, and especially of late years, has spread widely in Northern India, and which, with its watchword of 'Back to the Vedas!' has kindled not only the fires of puritanical zeal, but those of an especially definite and implacable hatred of Mohammedanism and Christianity. Friday's challenge was, therefore, taken up with the more alacrity by the Moslems, who resent the success of Arya Samaj in the making of converts, a field of religious activity in which Mohammedanism formerly met with but little competition.

"There is some evidence to suggest that the outbreak was foreseen and prepared for on both sides, for a feature of the affair was the seizure by the police of motor-lorries hurrying to the scene of the disturbance with cargoes of brickbats, iron bars, pickaxes, and knives concealed under loads of hay. The utmost efforts of leading public men of the two communities to bring their coreligionists to reason were totally fruitless, and nothing but the use of the sternest measures of repression, including repeated firing on the mobs by the European defenders of order, preserved Calcutta from such an orgy of bloodshed and destruction as the mind refuses to contemplate."

This rioting, says *The Telegraph*, offers "yet one more proof of the complete hopelessness of the realization of full self-government for India and the withdrawal of all the British agencies of protection." This paper informs us further:

> "Educated Indians are by this time well aware of this in their hearts, and there are some even among the firmest upholders of Swaraj as an ideal who admit it frankly. They are equally well aware that the extraordinary increase in recent years of the extent and fierceness of intercommunal hostility is a direct consequence of the popular belief that Great Britain is about to relinquish her trust in India, and that Hindu and Moslem must prepare themselves for the renewal of that sanguinary duel of faiths which was the curse of India before the establishment of the British power. Yet if one thing has been made completely clear in regard to the policy of progressive self-government for India, it is that the achievement of real national unity among Indians, born of a stedfast resolve to justify further concessions, is a condition of progress along this line. Where is the hope of unity to-day? What voices of influence are raised in favor of it?
>
> "Hindu and Moslem leaders have been competing of late in the expression of rooted suspicion of the motives of the traditional adversary. Nor is this deep division of forces the only one in the present state of India. Sikhs and Moslems have old scores to settle. The feeling between high-caste Hindus and the millions of the repressed at the other end of the scale was never worse. The hostility between the two main sects of Moslems is always in the background, and it is not so many years since their annual pitched battle was one of the worst difficulties with which British administration had to cope in predominantly Moslem centers. Even Gandhi, the aspostle of reconciliation between Hindu and Moslem, could say of the atrocities of the Moplah Mohammedans in the rising of 1921, that 'their bravery must command admiration, since they were fighting for what they considered was religion.' Perhaps the fairest comment that could be made upon these horrors in Calcutta was uttered in advance by the Mohammedan chairman of the Indian National Congress in 1923. Indian self-government, he declared, could be based only upon a Hindu-Moslem entente; and 'it was possible for the freedom of three hundred millions of people to be delayed by the singing of a Hindu procession while passing a mosque, or the lopping by Mohammedans of a sacred tree.'"

The combustible material of religious difference is said to be rendered the more inflammable by the evolution of a reforming Hinduism from a passive to an active, and, in the opinion of many Moslems, an aggressive, creed, and by the growth of political distrust between the followers of the two great religions of India. The Hindu Swarajists, we are told, demand a development of constitutional reform on the lines of government by majority. The Moslem minority want special minority rights and privileges. And the fact of the matter, says the London *Times*, is that—

> "The demand of the extremer Swarajists for the elimination of the 'alien' British official breaks down before such ugly realities as the series of religious riots which have involved cities as distant and as different as Calcutta and Kohat. Meanwhile the local consequences of the outbreak are likely to be felt at the next elections to the Bengal Council. Votes will almost certainly be cast on confessional rather than on party grounds, and it is quite possible that an independent Moslem party of considerable strength may emerge from the struggle."

A less serious view of the tendency of these factional outbreaks is taken by Lord Olivier, who says in a letter to the London *Times* that faction fighting in the ranks of the mob "is historically part of the invariable growing pains of the consolidation of nationalism in all countries and in all ages, in the course of progress toward ordered constitutionalism." A native observer thinks that the significance of the religious riotings is exaggerated. In the first place, remarks *The Hindu* (Madras), they occur among the ignorant, who are easily aroused by fanatics. And it is a profound mistake, says *The Hindu*, to infer that the Indian people, whatever their internal dissensions may be, are indifferent to the political issue; "it is a fact which has become world-known after Mahatma Gandhi's political campaign, that the political consciousness of the Indian masses has been roused to an extent unknown previously and that tho there may be differences among them as to methods, they are all united as regards the object of their political ambitions."

ROBBERY OF THE LIVING TO BURY THE DEAD

NO TRADE OR CALLING seems to be free from the profiteer, who brings discredit on the honest members of his profession by his discreditable practises. Now the spotlight is being turned upon the profiteering undertaker who fits his bill to the amount of insurance left to the bereaved, and in New York City, where several such cases have recently been reported, some of the life-insurance companies, writes Schuyler Patterson in the New York *World*, have announced that they will no longer accept assignments to undertakers made to cover burial expenses of insured persons or recognize their claims for reimbursement for services rendered. Some of the small fry who conduct the funerals of the very poor seem to be the chief offenders. Profits of from 500 to 1,000 per cent. are asserted to have been made on materials supplied for some funerals, with charges for services equivalently high. Mr. Patterson tells us:

> "Caskets wholesaling at from $25 to $30 are being sold to the public at from $200 to $300—more pretentious ones in proportion—prices for shrouds, slumber robes, flowers, vaults, practically all the items entering into burial, predicated on a basis of profit of from five to ten times cost; automobiles for funeral purposes rented at from $12 to $20 an hour as against livery rates of $5 for identical vehicles. Even death certificates—costing nothing—have been entered at $10 in some cases.
>
> "Persons familiar with the situation estimate that from one-third to one-half of New York's annual burial bill of approximately $15,000,000 is made up of unclassified items, known to the unethical members of the undertaking profession as 'gravy,' and added merely because relatives of deceased persons are—through possession of the proceeds of life insurance—in a position to pay, and may be induced while under the aberration of grief to sign contracts written by the undertakers themselves.
>
> "Recognition of this condition and the fact that the purpose of life insurance—maintenance of bereaved families—was being defeated brought about action by the insurance organizations. Abandoning practise of the last fifty years, the newly promulgated ruling provides that claims of undertakers will not be allowed against policies having a face value of less than $1,000. Heretofore all an undertaker has had to do has been to obtain possession of a policy itself, show that he performed services or supplied materials having to do with the burial of the insured, and his claim was paid without question.
>
> "It has been shown, however, that in numerous instances undertakers have made their charges for funerals such that widows were left destitute when insurance was the sole provision that the breadwinner of the family had made for their future."

Instance after instance of undertakers' ghoulishness has been found by the Metroplitan Life Insurance Company, we read; and, according to the writer, Dr. Lee K. Frankel, vice-president of the company, sounds a warning of possible State supervision of undertakers unless certain reforms are inaugurated. From several instances of gouging reported by Mr. Patterson we may take one as typical. John Colucci, a day laborer, and his wife, had, by dint of hard work, saved up $800. One day Colucci was crusht by a motor-truck, and died in a hospital that night. News of her sudden bereavement was brought to Mrs. Colucci by a neighbor, who also suggested a certain undertaker. The mortician presented himself, and we read:

> "He assured her that he would take care of everything. However, he was a poor man himself and would need some payment or assurance. Had Mrs. Colucci any money?
>
> "The $800 which the Colucci savings now totaled were deposited in a bank. Mrs. Colucci produced the book and promised to obtain some cash the following morning. This, the undertaker assured her, would be unnecessary. As the bank-book bore her name, he could take it and show it to the wholesalers from whom he bought the caskets and other supplies, and they would wait a few days. She must let him take it. Also she must sign a paper which, he said, empowered him to take her husband's body from the hospital.
>
> "Colucci's funeral took place two days later. Not for a week, however—when the rent became due—did Mrs. Colucci think of the bank-book and her savings. A visit to the undertaker

obtained the book—now showing a balance of $50—and a receipt for $746 carefully itemized.

"The undertaker had filled in an order on the bank above Mrs. Colucci's signature, which had been honored when presented with the book.

"Knowing nothing of the law in the matter and with the undertaker's assurance that he was within his rights, Mrs. Colucci returned to her work of making flowers and vainly attempted to increase her income from this source sufficiently to support her family. Failure to do so brought her to the attention of one of the city charitable organizations, which, on learning how her savings had been appropriated by the undertaker, forced him to return more than half the money under threat of criminal prosecution."

ISAIAH AND YOUNG MR. WISE

HIS CASE IS SAID to be typical of the ferment among youth, and that is why James Waterman Wise's repudiation of formal Judaism as a religion and his withdrawal from his studies for the rabbinate create interest in a wider circle. Mr. Wise is the son of Rabbi Stephen S. Wise, rabbi of the Free Synagogue in New York City, and a noted liberal Jewish leader constantly in the public eye. The younger man—he is said to be twenty-four—had intended to follow in his father's footsteps, and had been pursuing his rabbinical studies for two years. But doubt assailed him, as it has assailed others before him, and he has come to believe that the religion of Isaiah "has ceased to play a vital part in Jewish life," and that it "can not survive." But tho he rejects Judaism as a religion, Mr. Wise does not give up his birthright as a Jew. He announces further that he is not an atheist. In a book, "The Future of Israel," to be published soon, Mr. Wise sets forth his belief that—

P. & A. photograph

FORSAKES FATHERS' FAITH

James Waterman Wise, who says Judaism "has ceased to play a vital part in Jewish life" and "can not survive."

"The two fundamental concepts of the older Judaism, the concept of Israel as priest-people and witness to the unity of God, and the concept of Israel as the messenger of redemption to mankind, have broken down. They have not been denied in theory. They are still, tho with somewhat decreasing vehemence, enunciated by the religious leaders in modern Jewry. But they have ceased to be a living force. The younger Jewish generation considers them so little in fact that it does not even take the trouble to deny them. And no opposition or open heresy could be as dangerous as that."

Both Christianity and Judaism depend for their validity upon faith, writes the young author further, and "faith has become decreasingly a part of modern life." He speaks of the "pronounced heresy in the lives of millions, and these millions, be it noted, the most thoughtful and intelligent in all lands." Finding himself among these, he says:

"Religion, instead of beginning with the assumption of God and working down to man, will begin with man and human nature and end wherever man's highest nature leads. It will deal in human terms with human beings. It will busy itself with the earthly, not the heavenly, springs of human conduct.

"Such religion will probably be without creed or dogma. But it will not be without life. For its very essence will consist of the essence of life. Its main purpose and 'excuse' will be to help man to answer worthily the supreme question of his days: How shall life be lived? With what aims? By what standards, according to what plan? The religion of the future will be in truth the science of life."

Rabbi Wise is naturally keenly disappointed that intellectual scruples have arisen in his son's mind, and he sees a problem which is not confined to his own household, but one "common to Christian and Jewish communities alike." As quoted in the New York papers, he observes:

"To say that young people are irreligious solves no problems. They are not without aspirations and theirs is an intellectual curiosity and a spiritual earnestness which in themselves are precious things.

"I must in all candor admit that there seems to be a growing number of college graduates, the foundations of whose religious faiths are shattered. Some may find it honestly possible to resolve their doubts and to arrive at a positive faith. But when a man, above all in the ministry, finds that he can not affirm the elementary items of his creed, there is nothing for him to do, save, after mature and searching deliberation, to withdraw. I sometimes think that all churches, including my own, are more hurt by them that in spirit abjure the faith and in name remain within the fold than by those who honestly find it impossible to continue their creedal affirmations and make no concealment of this difficulty."

Agreeing also that young Wise was right in retiring from the theological seminary, *The American Hebrew* (New York) remarks that he "is one of thousands among Christians as well as Jews who, at his age, pass through the spiritual *sturm und drang* period of their lives." Many give in; others are fortunate enough to meet a guiding spirit who helps them through the soul-trying struggle. "Some one," it is urged, "should instruct the young man in the fact that formal theology has no more to do with religion as a way of life than astronomy has to deal with ways of the stars; that the present reactions of youth toward religion are neither unique to Judaism nor a novel condition in the history of religion's evolution."

Refusing to become excited, *The Jewish Tribune* (New York) deals with young Wise briefly and pointedly. His assertion that Judaism has ceased to play a vital part in Jewish life is "questionable," says *The Jewish Tribune*, and his charge that Judaism can not survive "has been made by non-Jewish opponents of Judaism these three thousand years and more. Yet Judaism has managed to outlive all these voices prophesying doom, and the presumption is strong that it will worry along for some time to come yet—say, another thirty centuries." As for Mr. Wise's advocacy of a religion based on social service, *The Jewish Tribune* has "a vague impression that such a religion was preached by those old-fashioned Jews, Amos, Isaiah and Micah."

But there are few assegais hurled at the young man and his honestly confessed doubts, and the New Haven *Journal-Courier* observes in commendatory tone:

"Young Wise's attitude is in marked contrast with those young cubs who run about reporting that Deity is non-existent, or at least they will make him so.

"The boy may be a pioneer. Already the spectacle of his thoughts on the greatest of themes is impressive. Somehow all feel that the paradox lines drawn between brothers and barring them from a common avenue to one temple of worship must yield. The issue presses on all sides—social, political, religious. The union between the families of Brandeis and Rauschenbush, the poles of religious faiths but both rich in ability, moral earnestness and sincerity, is but a straw; but straws multiply. The American people may be nearer the edge of the clearing than in their forest darkness and blind wandering they think. History will but repeat if it is youth that leads the way."

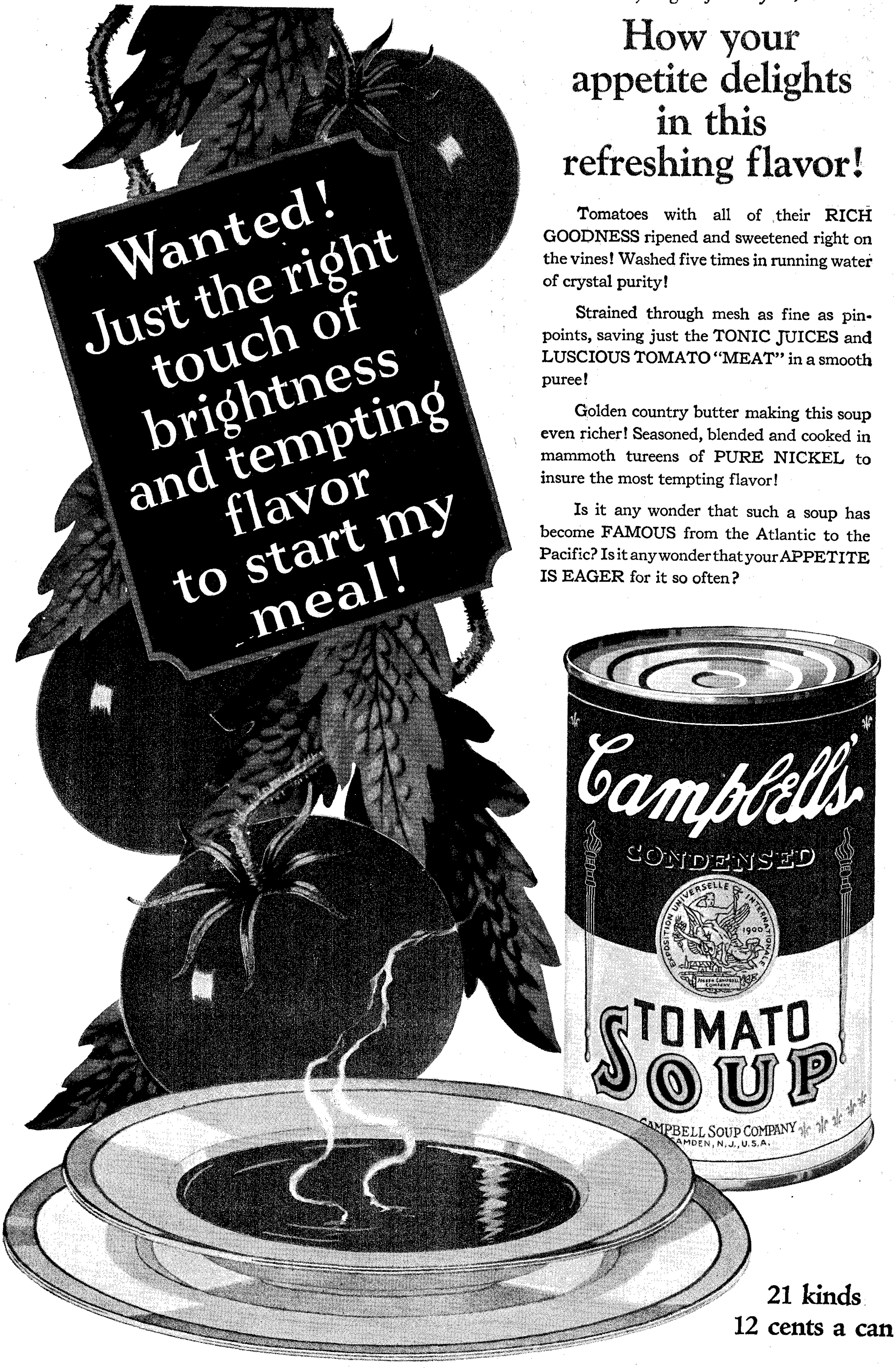
How your appetite delights in this refreshing flavor!

Tomatoes with all of their RICH GOODNESS ripened and sweetened right on the vines! Washed five times in running water of crystal purity!

Strained through mesh as fine as pin-points, saving just the TONIC JUICES and LUSCIOUS TOMATO "MEAT" in a smooth puree!

Golden country butter making this soup even richer! Seasoned, blended and cooked in mammoth tureens of PURE NICKEL to insure the most tempting flavor!

Is it any wonder that such a soup has become FAMOUS from the Atlantic to the Pacific? Is it any wonder that your APPETITE IS EAGER for it so often?


Wanted! Just the right touch of brightness and tempting flavor to start my meal!
Campbell's
CONDENSED
EXPOSITION UNIVERSELLE INTERNATIONALE 1900
TOMATO SOUP
CAMPBELL SOUP COMPANY
CAMDEN, N.J., U.S.A.

21 kinds
12 cents a can

CURRENT POETRY

Unsolicited contributions to this department can not be returned.

A BRITTANY scene familiar to many travelers is offered by *The Atlantic Monthly:*

THE "PARDON" AT GUINGAMP

By Marjorie Lane

Notre Dame de Bon Secours,
See a little maid and poor
Humbly standing at thy door.
(*Ave Maris Stella!*)

We have traveled far to-day
In our cart all sweet with hay
At thy shrine to kneel and pray.
(*Ora pro nobis!*)

Scarce a stone upon the square
Could we see for people there,
And gay stalls were everywhere
Marketing enchantments!

Silver chains and tasseled pins,
A tinsel fish that twirls and spins,
Lace for coiffes, and ripe red cherries,
Quimper plates and fresh strawberries,
Shoes, and velvet-streamered hats
With silver buckles, and butter pats
Nestling cool beneath green leaves,
Silken shawls of lustrous weaves,
And little saints to place before
A house, enthroned above the door—
And Queen of Heaven, didst thou see
The brush piled high to blaze for thee!

We have sold our cock "Saint Pierre,"
And bought blue plates for 'tite-mère,
And new sabots for mon père!
Now the dusk is closing down;
In thy blue and silver gown
Soon thou wilt ride through the town.
(*Ave Maris Stella!*)

Darkling gables will turn bright
With festoons of winking light,
While we march beneath the night
Singing holy canticles.
Now we light our tapers tall;
Tiny flame-points rise and fall;
Hushed, we wait Processional.
(*Mê hou salude, Mari!*)

Notre Dame de Bon Secours,
Bless us, toil-worn folk and poor—
May our harvests' yield be sure!

THIS is the North wind that blows cold from the Alps. In *Scribner's:*

FROM ITALY: LA TRAMONTANA

By David Carter

Now are the horns of the wind raised high for blowing,
Now march the maiden trees with lifted lyres;
Now dance the waves, torn violet tunics showing
White limbs no night of orgic vigil tires.

Now do the vine-strewn cliffs sway out the measure,
Move swiftly down dark circles to the sea,
And black birds beat aerial arcs for pleasure
Because the storm will sing. And presently,

The sky's cold eyes will flutter disapproval,
Faintly withdraw, afar off close their lids,
And I shall stand alone, by their removal
God's only watcher of the Nereids.

But, though this strange new nature rise and thunder,
My senses shall fly home, my heart shall seek
A tamer storm, a lesser cliff, where wonder
Blows, in soft hair, across my mouth and cheek.

IT may be long since we've read Burns's "To a Mouse." This in *The Spectator* (London) brings it back, and also furnishes some humorous comments on the economic condition of England:

TO A TAXPAYER

(After Robert Burns)

By R. H. Malcolm

Knee breekit, gowfin' carl, sae clever,
Wi' income earned by stout endeavour,
An' last year's car whilk threatens ever
To gan agley.
De'il turns the screw an' maks ye shiver,
But ye maun pay!

Each throttlin' Budget's toll increases,
To prove the Departmental thesis
That men are sheep wi' gowden fleeces
That need the shears,
An' gin the yield be short o' pieces
They'll tak' your ears!

Silk shankit lass, cork-tippit brither,
Strenuous sire, resourceful mither,
The slope we're climbin' a' thegither,
Is greased wi' doles:
The mair ye strive the mair ye slither,
An' siller rolls.

The powers that be hae promised fairly,
That by retrenchments needed sairly,
We'd haunch an' haggis eat fu' squarely,
Wi' groats to scatter.
Fulfilment's feast, spread unco sparely,
Is oats an' water.

Still are we blest compared wi' mony,
Wi' freedom's milk, an' friendship's honey:
Sae lang's we cheer a drouthy crony
Wi' barley bree,
Or tramp the heath wi' lassies bonny,
We'll monarchs be!

LABOR troubles that stir England so painfully now find some reflection from a "labor" poem in *The New Leader* (London):

HOW CAN I SING?

By F. C. Boden

Loudly the chanticleer now crows,
So loud he makes the morning ring,
He'll wake men up, so hard he blows,
But till he does I cannot sing.

How can I sing while others weep
And groan beneath their travailing,
And cry a God who's fast asleep
And hears them not—how can I sing?

How can I sing when I've no salve
For putrid sore and deadly sting?—
And people sleep in rags and starve
And will not wake—how can I sing?

There's better men alive to-day
Than God or any such poor thing,
And yet the nations rob and slay
And will not cease.—How can I sing?

O chanticleer that sounds the dawn,
Now rouse them with your heralding,
O chanticleer, you bring the morn,
And till you do I cannot sing.

For men sleep sound and would not hear
And 'twill be vain, my flute-playing,
So sound your note, you chanticleer,
And wake them up that I may sing.

REAL life and mimic is mixed here until one asks, as often after a play; was it not real? We find it in *The Forum* (New York):

THE CURTAIN FALLS

By Mary Brent Whiteside

The play is ended, and the closing bars
Of music cut like scimitars
Between our passionate yesterdays and now.
Turn then and touch me in the surging crowd,
And speak aloud
Of little intimate, tender things,
Lest mocking horror clings
Too long in coiling shadows on your brow.

Shall we not pass beyond these empty walls,
After the curtain falls,
Into the street; vibrant with feet of men
Who move and breathe again,
And carry burdens like an accolade?
Was all this mimic tragedy portrayed
In utter awfulness, that we might bear
Again to meet
These lesser sorrows of the street?

So—viewing sin, your eyes will wear
The light of terrible pity, and a gleam
Out of an intimate dream;
Out of a life we chanced to know
A year or twenty centuries ago.

Oh, you will smile then, and will dare to say,
Remembering the drama of to-day:
"The play is ended; was it *all* a play?"

SUPPLY any other place for New York in the last line, and this will stand for any sour grapes as well as these supplied in *The New Yorker:*

TO GOING ABROAD

By L. B. G.

Loud hoot the throaty whistles in the bay
And trunks break springs of taxis at the dock
The while a host of paunchy pilgrims flock
(Relations kissed and business put away)
To Paris, London, Rome and Mandalay,
From where, returning with an antique clock,
A statue, and a rare Etruscan crock
They'll babble Europe at you night and day.

Let morons migrate to the nether poles,
Let Babbitts bulge with goods and prideful souls,
Let all the steamers sink with souvenirs,
And knickknacks flood the customs at the piers,
Let Yankee shrewdness dazzle Cannes and Cork—
Me, I prefer to stick around New York.

The English Review (London) gives us this:

THE REBEL

By Vera Wheatley

I walked on the hill-top on Sunday, on Sunday,
The bells pealed below me from valley and plain;
I walked to gain courage for work-a-day Monday,
To the hill-tops, the lone lands, the bells called again.

Mayhap in the churches they prove Him, they prove Him,
The preachers say one day their God we shall see—
I see Him, I feel Him, I know Him, I love Him,
When out on the hill-top God preaches to me.

And down in the churches the people, the people,
Sit tightly in rows just like peas in a pod;
"And, oh, you're a heathen," comes up from each steeple,
"Who walk on the hill-top to commune with God!"

BUY WITH CONFIDENCE OWN WITH PRIDE –

The most significant phase of the growing preference for Oldsmobile Six lies in the confidence with which the car is bought — the result of surpassing standards of quality and the precision with which every detail is carried out.

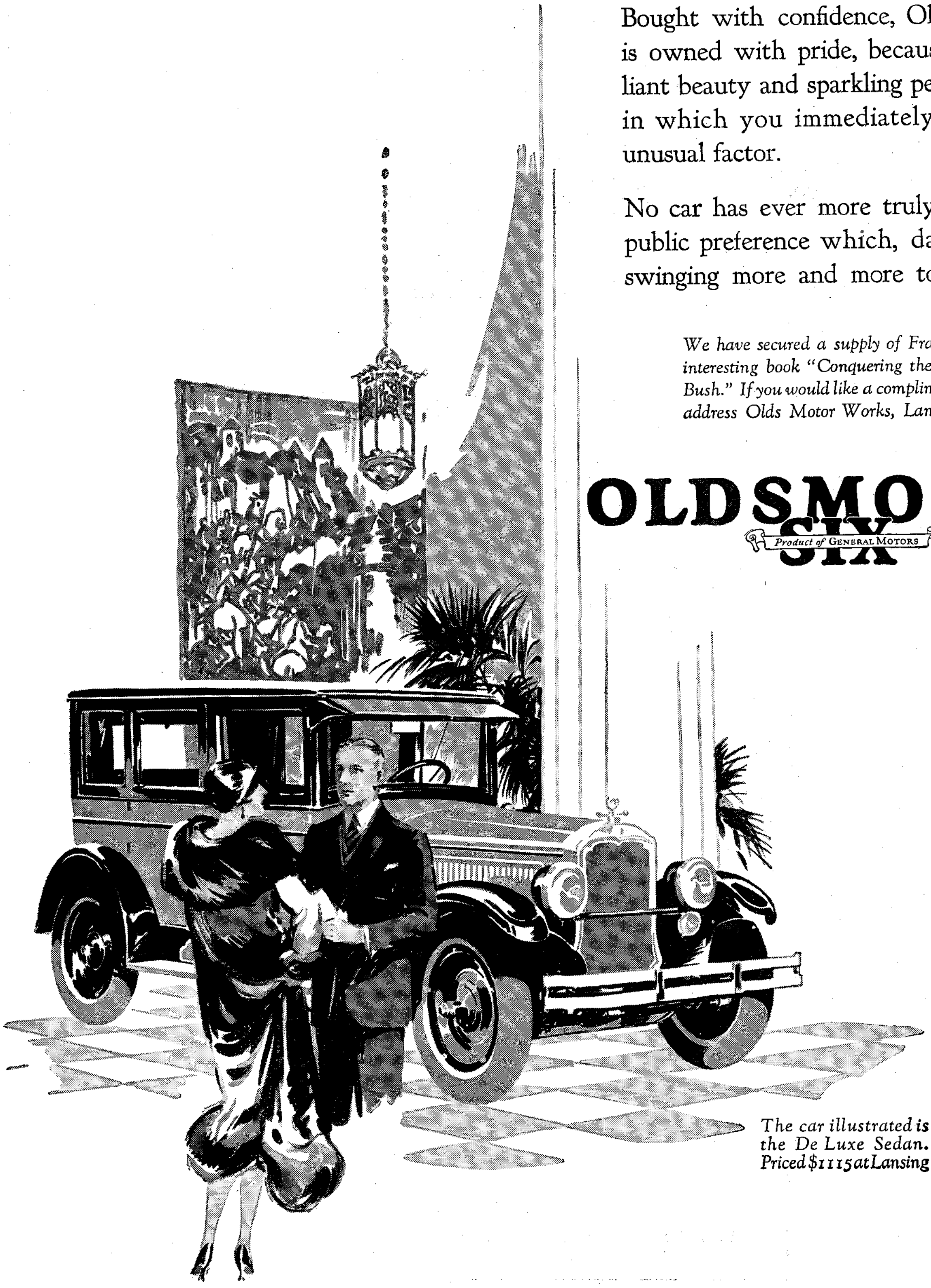
Bought with confidence, Oldsmobile Six is owned with pride, because of its brilliant beauty and sparkling performance — in which you immediately sense some unusual factor.

No car has ever more truly merited the public preference which, day by day, is swinging more and more to Oldsmobile.

We have secured a supply of Francis Birtels' interesting book "Conquering the Australian Bush." If you would like a complimentary copy address Olds Motor Works, Lansing, Mich.

OLDSMOBILE SIX
Product of GENERAL MOTORS

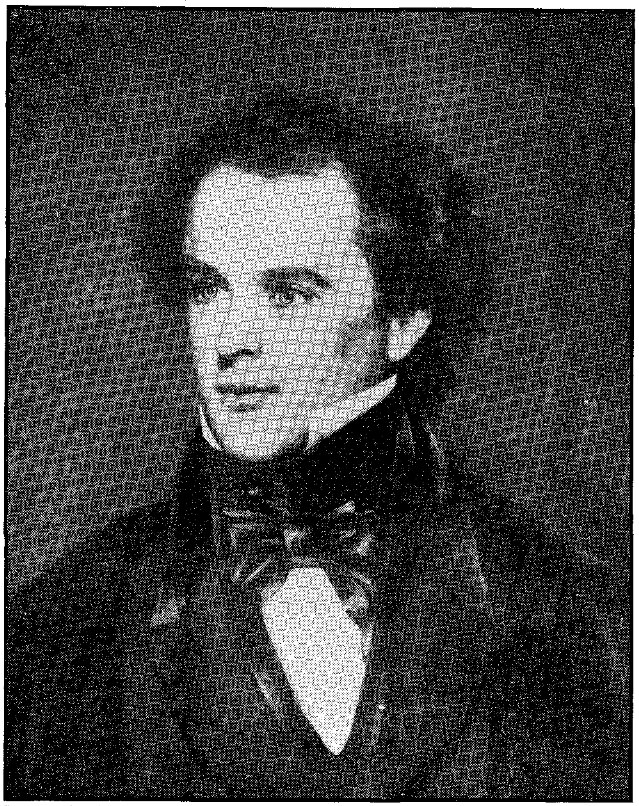
SEDAN
$1025
F.O.B. LANSING



The car illustrated is the De Luxe Sedan. Priced $1115 at Lansing

PERSONAL ▾ GLIMPSES

THE TRUE "YARN" OF A YANKEE PRIVATEER



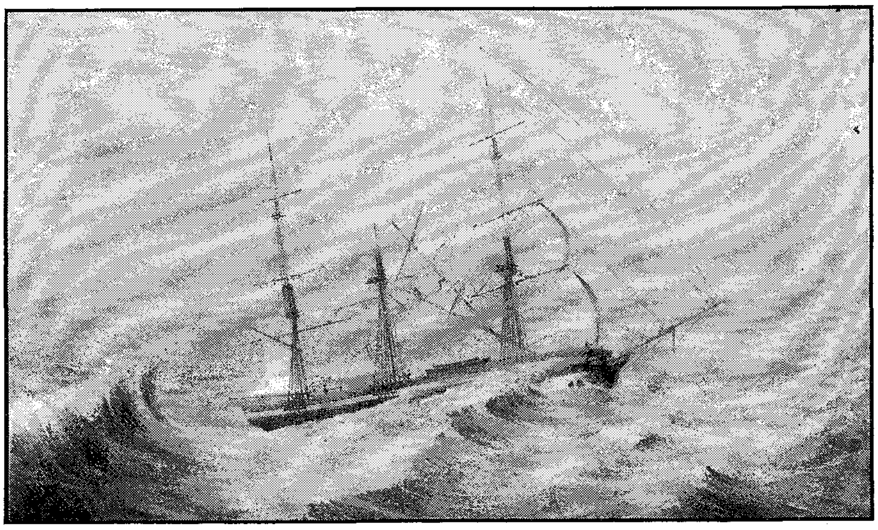
From an oil painting in the possession of Miss Rebecca Manning, Salem, Mass.

BEQUEATHER OF A LITERARY MYSTERY

Nathaniel Hawthorne (pictured above) doubtless knew the identity of the anonymous "Yankee Privateer" whose MS. he edited, and who may have been a relative of his own—but on that point he left posterity in the dark.

"SAIL-OH!" SHOUTED THE LOOKOUT FROM HIS LOFTY PERCH; and straightway all was bustle and excitement on board the armed schooner *Frolic*, one month out from Portsmouth, New Hampshire. It was her second privateering cruise. On her first she had captured and burned "ten or a dozen" English vessels, but without winning anything worth while in the way of prize money. But now, ranging in the tropics below the line, where rich merchantmen might be caught unaware among the isles of sugar and tobacco, spices and rum, all hands were keen-set for a valuable strike. 'Twas five o'clock in the morning on the 25th of January, 1814. The sail sighted was to leeward; and "as we had chased a galiot the afternoon previous, and had lost sight of her at night, in that direction, we bore away and made sail for the strange vessel, thinking it to be the same." In the "indistinct light of the morning" the spunky privateersmen were not undeceived until they were within five miles of the strange sail; and then it was a case of second thoughts, for "we began to suspect that, instead of a prize, we were likely to catch a Tartar." In truth, the stranger "was a large man-of-war brig, and by her model and rig we judged her to be an English one." On which discovery, the saucy *Frolic* turned on her heel and crowded on all sail, "endeavoring to show the enemy a clean pair of heels." True, the brig tried to disarm suspicion by hoisting Spanish colors, but "we had too much experience in false colors ourselves to be deceived by them." And now comes a matter-of-fact description of the chase that followed—a description written by one of the adventurers on the privateer, edited by Nathaniel Hawthorne, and now at last given to the world in complete form, "a delightful treasure-trove of historic and literary interest." The history of the long-lost manuscript of "The Yarn of a Yankee Privateer" (Funk & Wagnalls) is itself a romance of American letters, as set forth in the Introduction to the present volume. But it wouldn't be considerate to retail that history at this juncture, while the British brig-of-war is steadily overhauling the unlucky *Frolic*. The privateer "did not sail so well on the wind as before it," so "we gradually edged off, and kept away, until we got the wind abaft." When that came to pass the fugitives of the *Frolic* felicitated themselves "for some time" with the hope of escape; but "it was a delusive hope, and the delusion was at length dispelled." Which means that the relentless brig still gained on them. However, being close to the coast of Porto Rico, they "still hoped to keep clear of the brig until darkness came on, and under its cover to escape into the harbor of St. John's." To lighten the schooner they threw overboard all the guns, most of the provisions and water and "all our small arms, irons, caboose, etc., except 'Long Tom';" and the writer adds:

> I was amused during these proceedings to see one man very gravely seize and throw overboard the cook's bellows. He no doubt thought that every little helped. It was late in the afternoon when we launched over the caboose, and the coppers were full of boiling beans and pork, which had been prepared for our rations for the day; but which we had not found time to partake of.
>
> We sawed down our plank shires, started out the wedges of our masts, and kept our sails continually wet. But all would not do, for at 5 P. M. the brig had neared us sufficiently to commence firing on us with her bow-guns. It would have been utter madness for us to think of contending with her; but our captain was determined to die game; and there was yet some little hope that we might possibly disable her enough to give us a chance of escape. With this view, we returned her fire, from our now only remaining gun; and this was an operation of no little hazard. Our powder magazine was down in the run—the



From an old print

A TYPICAL YANKEE PRIVATEER

In the War of 1812 such vessels as the one depicted here—the *John Hamilton*—were manned by such adventurers as the writer of the mysterious "yarn."

KNOW THESE NEW RESULTS IN FINE MOTORING

Chrysler Imperial "80" was the fruit of a conviction that the last word had not been spoken in fine car manufacture. It is an invitation to you to be dissatisfied with the conventional and the commonplace. It has sought to extract new riches of convenience and comfort out of a long-established engineering principle. It has wrested from the old elements of power and speed a new obedience. Its six cylinders—its 92 horsepower—its 80 miles an hour—its long-lived, enduring quality—these are merely indexes and symbols of riding and driving results unique in motoring.

80

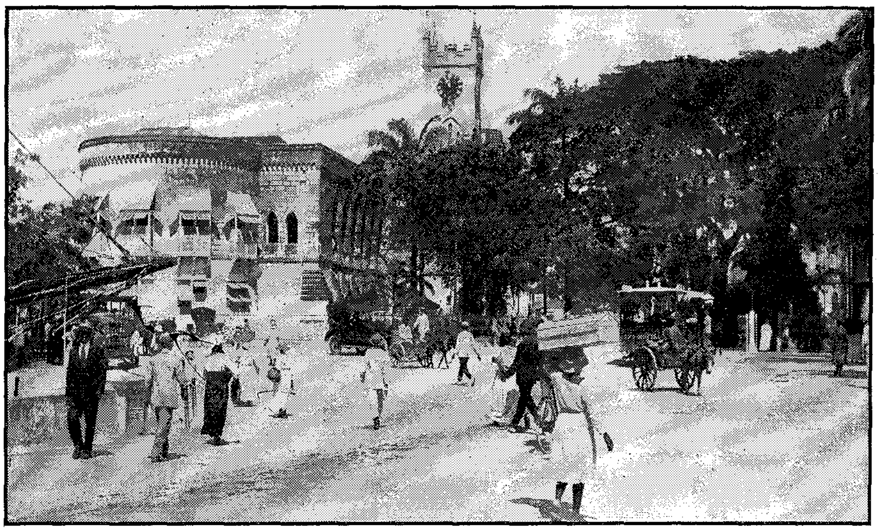
CHRYSLER IMPERIAL "80"

80 **EIGHTY MILES PER HOUR**

AS FINE AS MONEY CAN BUILD

cabin above it—and the companionway, or entrance to the cabin, was covered with a sliding-door. The magazine was necessarily opened to pass up the powder, and the scuttle or entrance to it was almost immediately underneath the entrance to the cabin. As we slewed 'Long Tom' aft, and fired over our taffrail, the cabin slide would fly back every time we discharged him, and the sparks from the match and gun would fall down into the magazine. I expected every moment that the schooner would blow up; and I by no means relished the idea of such an aerial ascension. We kept two men in the magazine all the time with wet swabs, to put out the fire, and luckily escaped the explosion of our magazine.

The brig kept up a steady fire upon us till 7 o'clock; but as we were low in the water, they did not often strike us.



THE GOVERNOR'S PALACE, IN BRIDGETOWN, BARBADOS

Here the Privateer enjoyed the freedom of parole, as he begins to narrate on the page below.

A thirty-two-pound shot came on board us at the commencement of the firing. Tho nearly spent, it struck and split the side tackle block of our large gun, struck the gun, and rebounded into the lap of the deserter from the *Rattlesnake* who was sitting on the slide. He very coolly walked aft with it, and presented it to the captain.

At half-past 6, the enemy was near enough to pour into us volley after volley of musketry. Our little skipper seemed to be in his glory; he ordered all but a few men to go below, to get out of the way of the musket balls, but did me the high honor to select me as one of the few to keep the deck—a distinction for which, I am afraid, I was not very grateful. He himself kept bustling about, watching chances, giving orders, and cracking his jokes, as coolly as if he were on a mere pleasure-excursion; and as if musket balls were the most harmless things in the world.

Our sails and rigging were completely cut to pieces by the musketry, but not a man was hurt. I presume, from the circumstance that we were so much below them in the water, that their balls passed over our heads. At 7 o'clock, all hope of escape departed from the captain. He mounted up into the main rigging, and hailing the brig, announced our surrender, as it was too dark for them to see that we had hauled down our colors. They kept up the fire a minute or two longer, but on being hailed again, they desisted. She was then within half pistol shot of us.

She proved to be the British sloop-of-war *Heron*, Wm. McCulloch commander, armed with 16 thirty-two-pound carronades, and two long nines, besides a twelve-pound carronade upon her forecastle, and a crew of 100 men. We were boarded by an officer, who ordered all our men but two to proceed on board the brig. While the last boat was conveying the last of us, with our baggage, to the brig, the boat capsized. We all, fortunately, escaped drowning, but our poor duds went to the bottom.

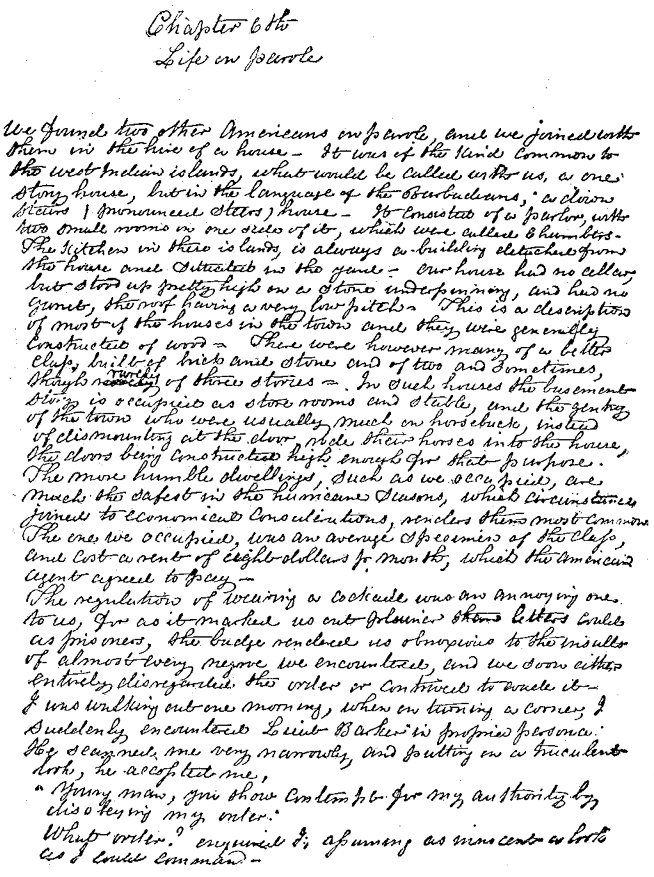
Here let it be explained that the writer of the narrative was a needy young man who took to privateering for want of a better job, and who shipped as captain's clerk. There is some historic reason to believe, as set forth by Dr. Clifford Smyth in his Introduction to "The Yarn of a Yankee Privateer," that this young man was Hawthorne's great-uncle, John Lord, "who was taken prisoner by the British and confined in Dartmoor Prison"; but Julian Hawthorne thinks it must have been that worthy's son. Returning to the narrative:

When I stood upon the *Heron's* deck, a prisoner of war, the checked shirt and duck trousers which I wore constituted my whole earthly possession. It is a consolation to me, that I can never be much poorer than I have been. Our necessities were liberally ministered to by our own crew, who had preserved their clothes, and also by our captors. Of the kindness to myself of a young man, a midshipman of the brig, who supplied me from his own scanty wardrobe, I hope ever to cherish a very grateful remembrance.

Our treatment on board the brig was very good. The officers seemed to do all they could to promote our comfort; and instead of being exasperated at our desperate attempt at escape, they commended our little captain for it. He contrived very soon to ingratiate himself with the British captain and lieutenants, so that he was taken into the lieutenants' mess; and being a plausible, intelligent and well-informed man, gifted with an abundance of what some call modest assurance and others ill-naturedly term impudence, could tell a good story, and be by no means scrupulous as to the exact truth of it, I have no doubt that he made, for the time, a very pleasant addition to their mess.

Our lieutenants, surgeon, and myself were invited to join the young gentlemen, as the midshipmen are called on board a man-of-war, and we passed our time very pleasantly with them; as their kindness made us almost for a time forget our captive situation.

Our people were messed together in the hold, and were guarded by a sentinel, and not permitted to be on deck, save two at a time. This was a proper precaution, as they mustered nearly as many as the watch of the brig. We, the aristocracy of the schooner, were allowed to be on deck any time during the day; and our captive monarch, the captain, had free range, at all times, day and night.



Chapter 6th
Life on parole

We found two other Americans on parole, and we joined with them in the hire of a house - It was of the kind common to the West India islands, what would be called with us, a one story house, but in the language of the Barbadians, "a down stairs (pronounced stars) house - It consisted of a parlor, with two small rooms on one side of it, which were called chambers. The kitchen in these islands, is always a building detached from the house and situated in the yard - Our house had no cellar, but stood up pretty high on a stone underpinning, and had no garret, the roof having a very low pitch. This is a description of most of the houses in the town and they were generally constructed of wood. There were however many of a better class, built of brick and stone and of two and sometimes, though ~~[illegible]~~ rarely of three stories. In such houses the basement story is occupied as store rooms and stable, and the gentry of the town who were usually much on horseback, instead of dismounting at the door, rode their horses into the house, the doors being constructed high enough for that purpose.

The more humble dwellings, such as we occupied, are much the safest in the hurricane seasons, which circumstance joined to economical considerations, renders them most common. The one we occupied, was an average specimen of the class, and cost a rent of eight dollars pr month, which the American agent agreed to pay -

The regulation of wearing a cockade was an annoying one to us, for as it marked us out plainer ~~than~~ letters could as prisoners, the badge rendered us obnoxious to the insults of almost every negro we encountered, and we soon either entirely disregarded the order or contrived to evade it -

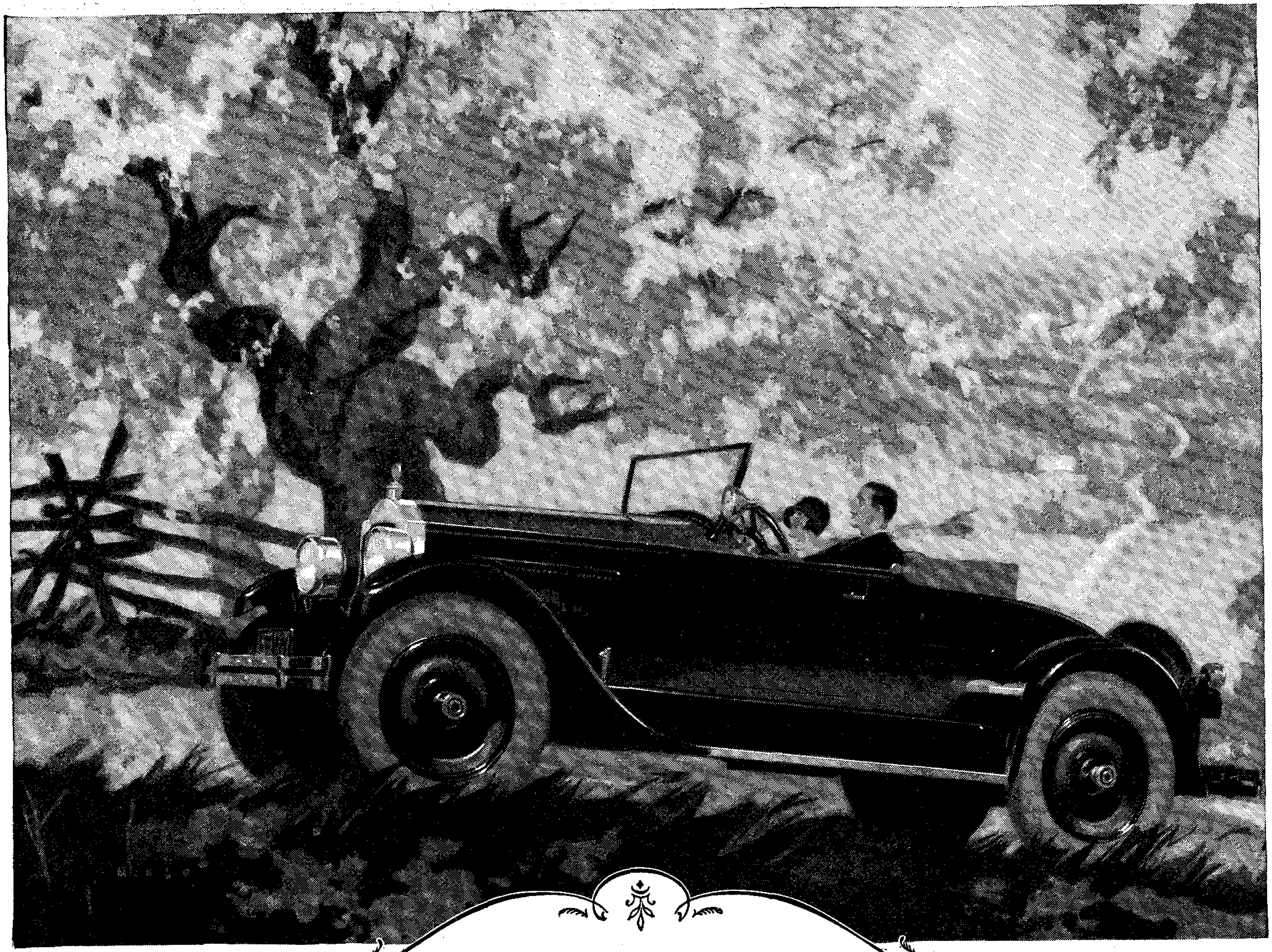
I was walking out one morning, when on turning a corner, I suddenly encountered Lieut Barker in propria persona. He scanned me very narrowly, and putting on a truculent look, he accosted me,

"Young man, you show contempt for my authority by disobeying my order."

What order?" enquired I, assuming as innocent a look as I could command -

THE PRIVATEER'S NEAT HANDWRITING

This is a facsimile of one of the pages of his manuscript, found among other old papers by Hawthorne's daughter, the Rev. Mother M. Alphonsa Lathrop, O. S. D.



THE SATISFACTION OF PACKARD OWNERSHIP

Those who drive a Packard enjoy a two-fold satisfaction.

They know that their taste and judgment are well reflected in a car distinguished by a generation of eminent patronage—that Packard comfort, beauty and prestige are universally approved in town or country, at home and abroad.

And they know, too, that the long-lived Packard Six, with all its associations, costs no more to own, operate and maintain than cars offering far less in both tangible and intangible values.

Thousands now know the double satisfaction of Packard ownership for the first time. For last year more than twice as many Packard Six cars were bought as in 1924.

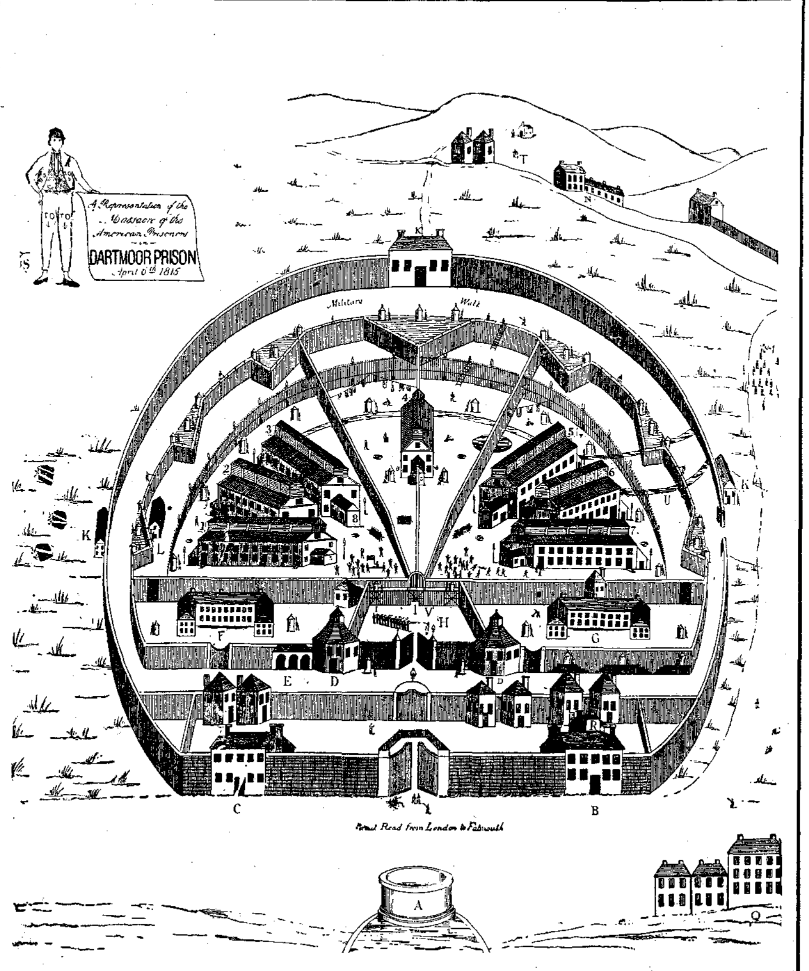
Could there be stronger endorsement of the satisfaction of Packard ownership than doubled patronage in twelve months time?

PACKARD

Ask the man who owns one

It is the custom on board British vessels of war to have religious services performed on Sundays, when the weather is fair; and, as small vessels have no chaplains attached to them, the captain usually officiates. One such Sunday occurred while we were on board the *Heron.* The decks were scoured as clean and bright as sand and holy-stones could make them. The men all shaved and shorn, and washed, clad in their immaculate white trousers, clean shirts and black cravats, were reposing about the decks in groups. The windlass was covered with the British flag—the Bible, Book of Common Prayer, and a printed volume of Sermons for the Fleet, were laid on it. The officers were all drest in full suits of uniform and their good swords were girded on.

Presently the ship-bell gave forth a long, low, solemn sound, reminding me of the pleasant sound of the church bells of my own far-off, and to me interdicted land, when the men repaired to the benches. The officers had chairs placed for them abaft the windlass. Everything wore a religious aspect. The muscles of the sailors, usually so mirthful, were composed to gravity. The officers of our schooner were invited to attend, and places were assigned them. The captain came out of his cabin, and took his station at the windlass. After the apparent meditation of a minute or two, he opened the prayer book, and commenced the services in the beautiful and affecting language of the English ritual, the officers and many of the men responding. After the prayers, he read a short sermon, adapted to the wants and condition of seamen, and then dismissed the meeting.


A Representation of the Massacre of the American Prisoners
— in —
DARTMOOR PRISON
April 6th 1815
Military Walk
Road from London to Falmouth
A
B
C
D
E
F
G
H
I
J
K
L
N
Q
R
S
T
U
V
1
2
3
4
5
6
7
8

DARTMOOR PRISON AT THE TIME OF THE "MASSACRE"

The prison wall was one mile in circumference. Among the points alphabetically indicated are these: A–Water Fountain; B–Agent's House; C–Doctor's House; D–Store Houses; E–Guard House; F–Hospital; G–Barracks; H–Market Square; I–Railing and Gates leading to Prison; J–Holes for Burying the Dead; K–Guard-Houses; L–Cachot or Black-Hole; N–Bake Houses; Q–Turnkey's House; R–Captain's House; S–Prisoner in Full-Dress; T–John Falan Escaping; U–Digging Out; V–Captain Shortland, Commanding Officer; 1-7–Prisons; 8–Cooking Houses.

This church service at sea on an enemy ship made a happy impression on the literary privateersman. He calls it "a pleasant and solemn sight" and dwells on its good influence on the tars. And now he turns to an escapade by "a reckless, unprincipled rascal" who had been picked up at sea, from a drifting dory, when the privateer cleared from Portsmouth. A deserter from the United States brig *Rattlesnake,* he was allowed to join the crew of the *Frolic*—although "if he came to a peaceful end, the gallows and the hangman have been defrauded of their due." Continuing:

When we were removed from our schooner, two of our men, one of whom was the deserter from the *Rattlesnake,* were left on board of her. This reckless fellow conceived the project of retaking the schooner, and he won over one or two of the prize-crew to his purpose. I have no doubt, from the daring character of the man, that he would have succeeded, had he had the prudence to conceal his intentions. But discretion formed no part of his valor; so he got drunk and boasted of his plans. He was, therefore, removed on board the sloop-of-war, with his two English associates. They were put in irons, but he was allowed to join his companions of the schooner. It is the custom, on board of men-of-war, to have a general washing-day once a week, when the weather will permit. It was washing-day on board the *Heron,* and the prisoners were indulged with the privilege of participating in it. Now, our desperado had no clothes to wash, for he had none but what he stood in, and those were of the poorest. At the close of the day, when the boatswain piped—"Down clothes and hammocks," our man took his empty bag and went coolly and deliberately up into the fore-shrouds, and filled his bag with the garments of some of the English seamen; and this he did so adroitly that he was not detected, nor probably ever suspected. When we were removed from the *Heron,* he boasted of it, and produced his plunder.

The prisoners were taken to the Barbadoes and landed at Bridgetown. Five entertaining chapters deal with life as a prisoner of war in the tropics, with parole liberty. And then came an unwelcome and most uncomfortable voyage to England, with the famous prison of Dartmoor as a destination. Concerning which we are told in the introduction:

As a historical note it may be well to record that Dartmoor Prison, where much of the action of this book takes place, was built by the English Government, in 1809, for accommodation of French and afterward of American prisoners of war, in Devonshire, England. During the War of 1812 it contained as many as 9,000 prisoners of war at one time, besides a large guard of English soldiery. In 1850 the old building was replaced by the present structure. But it still serves the same purpose that it did when it was first erected and occupied by American prisoners, and is to-day the most famous and complete of England's penal institutions.

A minute and racy account of life in Dartmoor, with its miseries and its humors, begins with a description of the prison, which was not merely one prison, but a congeries of seven prisons, officially designated "The Depot for Prisoners of War at Dartmoor." The climax of this phase of the writer's adventures was the so-called "massacre" of Dartmoor. Of this painful affair the writer was only partially a witness, but he supplements his own impressions with the recollections of a fellow prisoner, in whose memory he placed great reliance. It should be mentioned that the Dartmoor part of the narrative is involved in a separate recent discovery of Hawthorneana—having been found published, with Nathaniel Hawthorne's name as editor, in a forgotten monthly, *The United States Magazine and Democratic Review.* It appeared during 1846 in seven parts, under the title "Papers of an Old Dartmoor Prisoner," with a hiatus where the Barbadoes section, covered by the newly discovered manuscript, should have been. And now, returning to the "massacre":

A few days previous to the 6th of April, 1815, we received the news of Jackson's glorious victory at New Orleans, which caused great joy and enthusiasm throughout the prisons, and the more respectable part of the prisoners celebrated it by displaying the American flag on the top of the prisons; while the "rough allies," to vent their patriotic feelings, abused the soldiers on guard, and made use of insulting language in the hearing of the officers. It

Why should any office have desks less beautiful or durable than steel?

—Allsteel desks cost no more than ordinary desks . . .

TODAY'S desks are steel. Everywhere ordinary desks are being replaced with beautiful, permanent, fire-resisting Allsteel desks.

It used to be taken for granted that a desk would soon lose its first fresh beauty. Warping was expected. So were swelled, sticking drawers that tried the owner's patience.

But Allsteel desks *can't wear out.* They can't warp, nick or mar. They're undeniably beautiful. And they're as good looking a generation hence as they are today. Steel drawers slide in and out easily—*always.* Handsome mar-proof tops are of durable "Velvoleum," banded with polished bronze.

If you are interested in handsome indestructible desks at a very moderate price, send the coupon for the GF Allsteel Desk Catalog.

THE GENERAL FIREPROOFING COMPANY
Youngstown, Ohio; Canadian Plant: Toronto, Ont.
. . . . Branches and dealers in all principal cities . . .

Allsteel Office Equipment also includes
Safes
Filing Cabinets
Sectional Cases
Tables
Shelving
Transfer Cases
Storage Cabinets
Document Files
Supplies

GF Allsteel

THE COMPLETE LINE OF OFFICE EQUIPMENT

THE GENERAL FIREPROOFING CO.
Youngstown, Ohio

Please send me a copy of the Allsteel desk catalog.

Name ....
Address ....
City.................... *State* .... L.D.

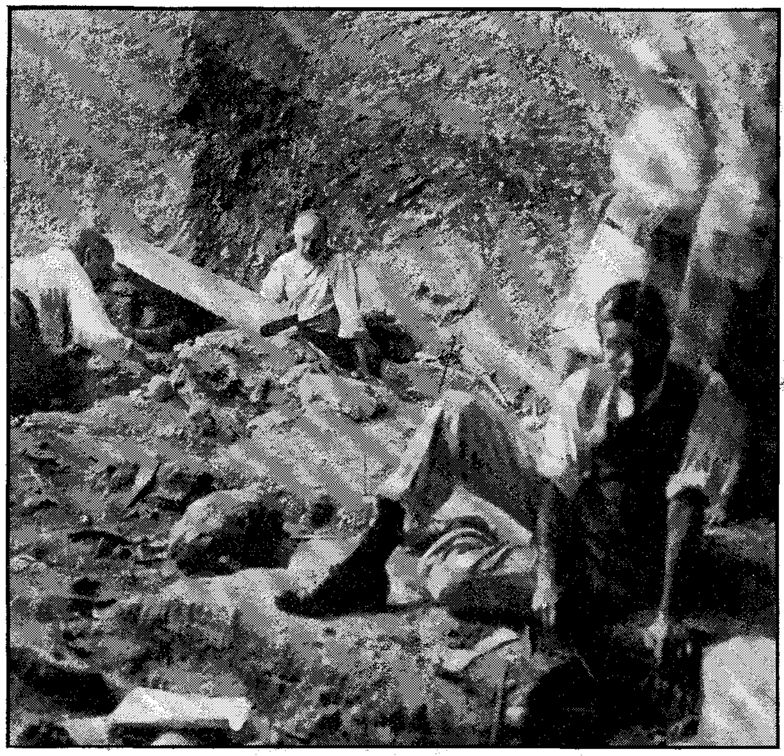
> being peace, and we expecting the cartels every day to take us home, felt no doubt full as independent as we ought to have done under the circumstances, and the British soldiers and officers were treated very cavalierly by all the prisoners, almost without distinction.
>
> On the morning of the 6th, about 8 o'clock, I was standing by the wall which separated the yard of prisons Nos. 5, 6 and 7 from the barrack-yard, when a young man well known to me, took out his jack-knife and began cutting a soft kind of sandstone which happened to be in the wall. Others on passing, during the forenoon, attracted by seeing the wall cut with a common pocket-knife, would stop and cut likewise, so that by noon, the stone which was about the size of a man's hand, was entirely abstracted from the wall.
>
> After dinner more came to view what had been done, and finding no more stone that could be so easily cut, they began to break out the mortar and the small stones which had become loose, until there were no more that could be got out by hand. It was then about 4 o'clock, P. M., and some lads who were playing ball threw it on the other side of the barrack-yard, when they called to the soldiers to throw it back again, but the latter took no notice of them.
>
> A number, at this time, standing near, and glad of an excuse to make mischief, immediately proposed to make a hole through the wall into the barrack-yard, to get their ball, and they began in good earnest, for they took some loose bars of iron from the windows of No. 5, about four feet in length, and using them as levers, they were enabled to displace large stones.
>
> When the sentinels on the walls saw them tearing down the wall in good earnest, they begged them to desist, and reported to their officers what was going on. Several of the officers came on to the wall and bade them disperse, and told them they hoped they would be quiet, as it was now peace, and they would be sent home in a few days. They received some insulting answers, and finding it useless to argue they disappeared.

A hole "large enough to crawl through" had been made in the wall. The officer in command looked through and "begged of them to desist," but a large piece of turf, thrown over the wall, "struck him on the back of his neck and plunged him head first into the hole." A minute later "the great bell at the outer gate sounded the alarm" and the militia marched in under the civil governor, Captain Shortland. There was firing, and at first the prisoners thought blank cartridges were being used, and made a rush for freedom. Then came the bullets, "flying in every direction, but mostly over our heads," whereupon the mob surged back into the prison again. And soon "men were sent in to carry out the dead and to convey the wounded into the hospital."

This imbroglio, for which the author blames Captain Shortland —not without a word of reprobation for a "graceless" group of the prisoners known as "rough allies"—resulted in official visits, investigations and explanations, the disappearance of Captain Shortland, the removal of the militia, and a coroner's jury verdict of "justifiable homicide." And a few days later the American prisoners were elated at the news that arrangements had been made for their transportation home.

A COMING KING WHO LIKES TO WORK

THE CROWN PRINCE TOOK THE CHINESE VASE from Lord Kitchener's hand. The conqueror of Khartum, who was "an enthusiastic collector of Chinese porcelain," had been entertaining the future King of Sweden by showing him the collections in the British Museum, and afterward some rare ceramics for sale at a Bond Street dealer's. Crown Prince Gustavus Adolphus is deeply versed in archeology and Oriental antiquities, and when Lord Kitchener "stopt before a pair of monochrome vases with long, straight and narrow necks and explained that they were from the hand of a well-known master," a gleam of interest and secret amusement crossed His Royal Highness's face. It was then that he took from the English soldier's hand the vase that he had been examining, and—according to Sven Hedin, the Swedish explorer, who was a third member of the party—"studied the red ideogram on the bottom of the vase and mentioned the name of another master of another period." Whereupon, says the explorer, "the Field Marshal, unaccustomed to defeat, smiled and nodded. He had found his superior." Writing in *The American-Scandinavian*, Mr. Hedin adduces this and other examples of the Crown Prince's attainments in his hobby for antiquities, and remarks that even tho he were not a royal personage and a future monarch, "he would still command great respect and a position of high rank among Swedish archeologists." Gustaf Adolf, as he is affectionately known to his own countrymen, is about to pay a visit to this country, with the Crown Princess, and a number of American universities have arranged to confer degrees upon him. He will represent Sweden at the unveiling of the Ericsson monument in Potomac Park, Washington, on May 29, and many celebrations will occur in his honor. American Orientalists know of his work as chairman of the Swedish Oriental Society. In this connection Mr. Hedin, who is a member of the society's board of directors, testifies:



By courtesy of *The American-Scandinavian Review*

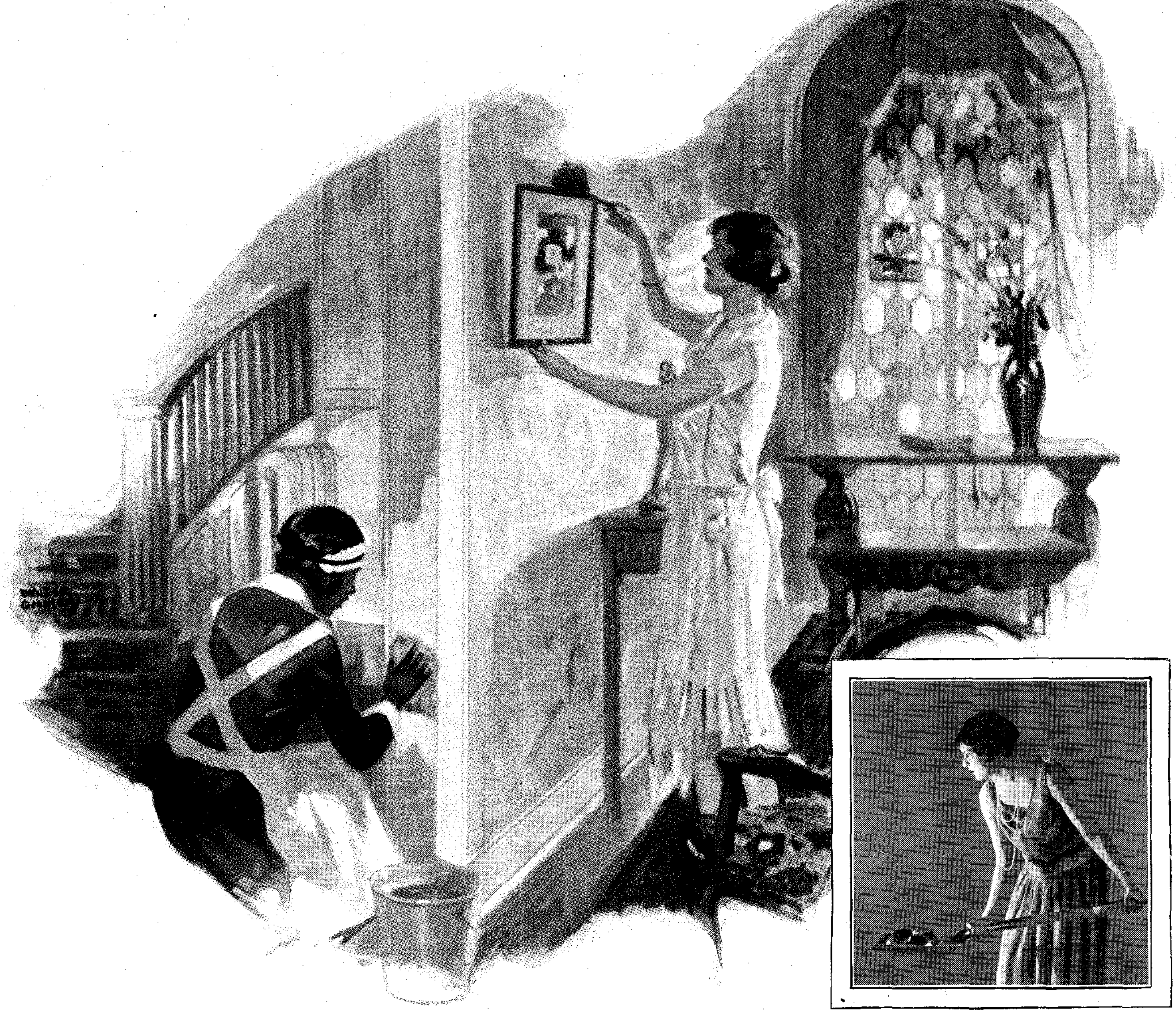
GRUBBING UP ANTIQUITIES

The Crown Prince of Sweden (in the foreground) initiated these excavations and with the other archeologists labored with pick and spade."

> Far from merely adorning the society by being its passive head, the Crown Prince, with praiseworthy energy and practical knowledge of the work, directs its activities, decides on times for meetings when he himself can be present, and assumes his duties with a seriousness and sense of personal obligation as if it were a question of affairs of State. He does not hurry through the meetings, eager to be free from trouble and drudgery. Instead he penetrates to the very bottom of every question, and does not drop any matter until it has been discust thoroughly. Nothing escapes his attention. He notices everything and remembers everything. Even the minutest detail in the formulating of a paragraph in the statutes or by-laws of the society is not allowed to pass without being subjected to careful criticism.
>
> But not alone at the meetings does the Crown Prince direct the work with a steady, unerring hand. He also lends his powerful support to all efforts to extend the work. Not long ago he took the initiative to create a fund with the aim of sending out one or more archeological expeditions to regions in Eastern Europe and Southwest Asia where traces may exist of the civilizations or cultures that flourished at the end of the Stone Age and the

(*Continued on page 45*)

DRURY COLLEGE LIBRARY
Springfield, Missouri



Men may *buy* the coal but women Pay *for it!*

LOOK at your walls back of pictures, if you think your coal heated home is *clean!*

Start washing the woodwork and note the contrast. Give a party and count the days spent before in washing, scrubbing and dusting!

Then ask yourself if there is any special reason why your neighbor's wife who has an Oil-O-Matic should be relieved of this drudgery.

If you believe your family is comfortable with coal-heat, hide the shovel from your wife while you are downtown. Or start the furnace too early or too late in the fall.

Then ask any Oil-O-Matic owner to tell you what comfort really means.

If you think coal isn't a nuisance, try leaving the house for a few days. Your wife can't leave it for five hours!

But with Oil-O-Matic heat you may stay away for as long as you wish.

WILLIAMS OIL-O-MATIC HEATING

World's Largest Producer of Automatic Oil Burners

Spasmodic coal heat is unhealthful. How many winters does your family go through without colds due to fluctuating temperature and drafty rooms?

Compare your doctor bills with those who have Oil-O-Matic heat.

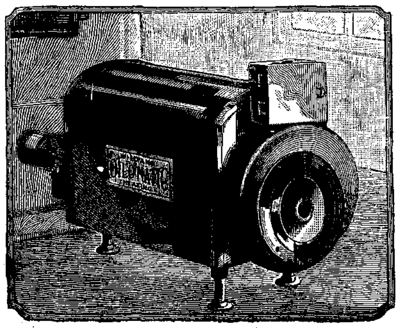
Yes, you may buy the coal, but your wife and family pay for it.

Selection of an oil burner for your house, doesn't require that you know anything about oil burning. Most owners of Oil-O-Matic couldn't tell you how it works. But they will hasten to tell you that it has never failed to work.

It is a cautious man indeed who would question the judgment of some of the greatest engineers. These men know the basic soundness of the four natural laws of oil combustion. For no other reasons could Oil-O-Matic have become the world leader.

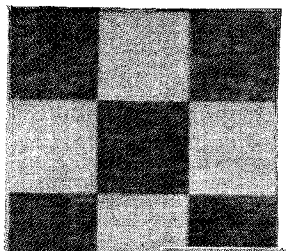
Your local oilomatician can tell you how much a guaranteed installation will cost in your heating plant. Whether it's steam, hot water, or a warm air furnace. Let him explain his deferred payment plan that spreads the initial cost over a full year.

For the complete story, send the coupon below for "Heating Homes with Oil," and basement plan for ideal arrangement of space. It's sent free and postpaid.

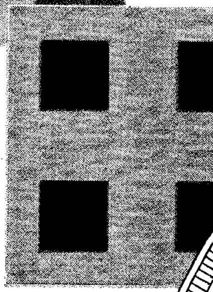


No part inside the firebox

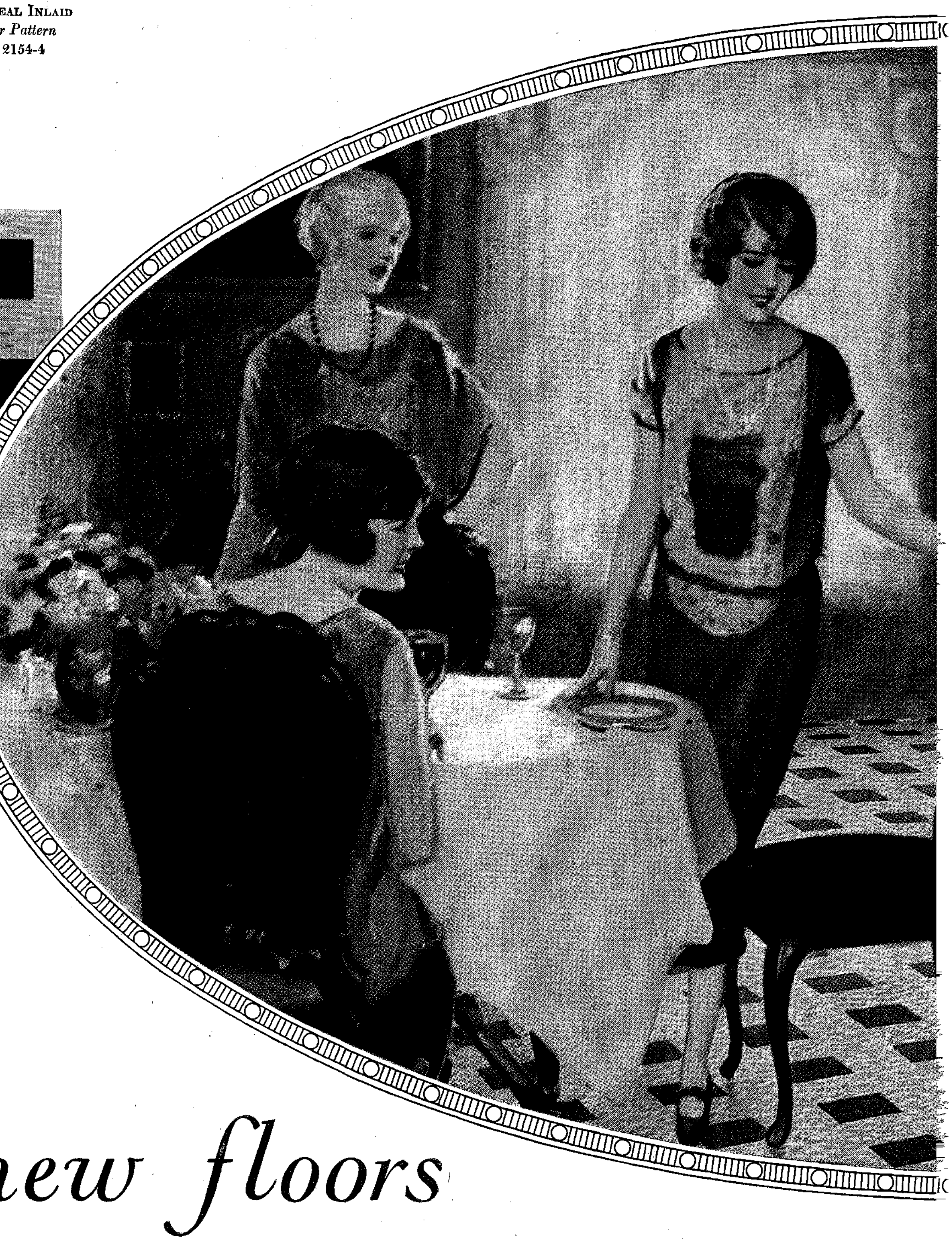
Williams Oil-O-Matic Heating Corp.
Bloomington, Illinois
Without obligation, please send me "Heating Homes with Oil," by return mail.
L. D. 56
Name ....
Street ....
City .... *State* ....



GOLD SEAL INLAID
Belflor Pattern
No. 2154-4



GOLD SEAL INLAID
Belflor Pattern
No. 2152-1



For new floors or old—

A Practical Book on Decoration

You can achieve distinctive charm for any room by following the practical suggestions in "Creating a Charming Home," Laura Hale Shipman's new book on decoration. May we send you a copy—*free?*

When building the new home or rejuvenating the old, y
naturally want the utmost in style and quality you can sec
at reasonable cost. In *floors*, that's GOLD SEAL INLAIDS.

Especially the *Inset Tile* patterns of this time-tested inla
linoleum. These newest and loveliest of GOLD SEAL INLAI
possess dignified distinction and warmth of rich beauty nev
before available at so low a price.

From these and the many other exquisite *Belflor* effects y
can select colorful, patterned floors that will give your roo
modern charm and variety.

NA

GOLD SEA

In the Dining Room

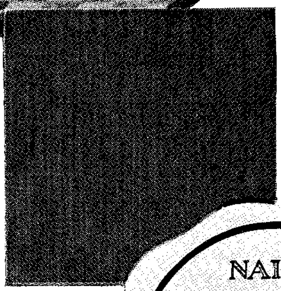
Much of the distinctive charm of this dining room is due to the unusual floor of Gold Seal Inlaid, *Belflor Inset Tile Pattern No. 2152-2.*

This beautiful living room floor of mottled tan tiles contrasted with solid cream is Gold Seal Inlaid *Belflor Pattern No. 7151-4.*

or kitchen and pantry, for the breakfast room, you may fer the trim *Universal* patterns with their solid-color tiles.

ut whatever your selection, your floors will be practical well as beautiful. Gold Seal Inlaids are easy to clean l last for years and years.

he Gold Seal on the face of the goods guarantees your isfaction or money refunded. Look for it—or the name irn on the back—when you buy.



Gold Seal
Jaspé Linoleum
No. 3 *Tan*

CONGOLEUM-NAIRN INC.

delphia · New York · Boston · Chicago · Kansas City · San Francisco
ta · Minneapolis · Cleveland · Dallas · Pittsburgh · New Orleans

NAIRN
Gold Seal
INLAID
SATISFACTION GUARANTEED
OR YOUR MONEY BACK
REMOVE SEAL WITH
WET CLOTH
COPYRIGHT 1925 CONGOLEUM-NAIRN INC.

RN

INLAIDS

Rent this Electric Floor Polisher for $2 a day and Beautify All your floors and linoleum Quickly~

WITH it you can easily and quickly beautify ALL your floors—whether of wood, linoleum, rubber, marble, tile or composition. Try the Johnson Wax Treatment on them no matter how they are finished—with wax, shellac or paint. This treatment protects, preserves and glorifies the original finish and *afterwards* your floors will require but *little* care and practically *no* expense.

Just spread on a thin even coat of Johnson's Polishing Wax with the Lamb's-wool Mop. This cleans the floor and deposits a glass-like waxen sheet which the Electric Floor Polisher quickly brings to a glowing, gleaming, deep-waxed lustre.

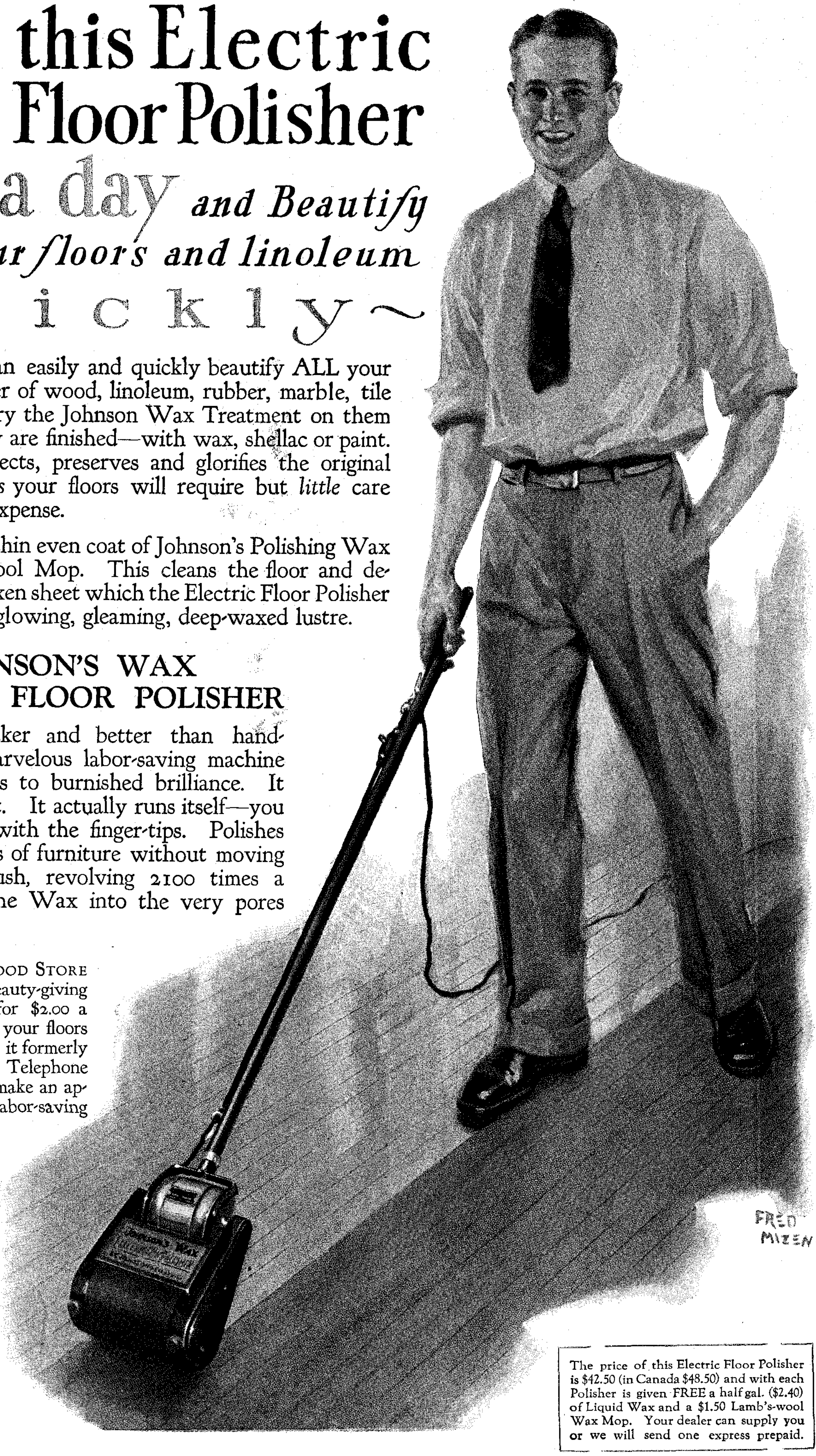
JOHNSON'S WAX ELECTRIC FLOOR POLISHER

Ten times quicker and better than hand-methods, this marvelous labor-saving machine polishes all floors to burnished brilliance. It is simple. Light. It actually runs itself—you merely guide it with the finger-tips. Polishes under low pieces of furniture without moving them. The brush, revolving 2100 times a minute, drives the Wax into the very pores of the floor.

AT YOUR NEIGHBORHOOD STORE you can rent this beauty-giving Electric Floor Polisher for $2.00 a day and wax-polish ALL your floors and linoleum in the time it formerly took to do a single room. Telephone your dealer NOW and make an appointment to rent this labor-saving machine for a day.

Leading Department, Drug, Furniture, Grocery, Hardware and Paint Stores can supply you with Johnson's Polishing Wax. Refuse substitutes.

S. C. JOHNSON & SON
"The Floor Finishing Authorities"
Racine, Wisconsin
(Canadian Factory: Brantford)



The price of this Electric Floor Polisher is $42.50 (in Canada $48.50) and with each Polisher is given FREE a half gal. ($2.40) of Liquid Wax and a $1.50 Lamb's-wool Wax Mop. Your dealer can supply you or we will send one express prepaid.

JOHNSON'S LIQUID WAX

(*Continued from page 40*)

> beginning of the Metal Age. The reconnoitering expeditions that in this connection will be sent out from Sweden are closely allied with the epoch-making discoveries from the same periods that have been made during the past eleven years in the Chinese provinces of Honan and Kansu by Prof. J. G. Anderson. The problem is to trace the route of the ancient East European culture through the whole of Asia to the Middle Kingdom.
>
> It is not alone during the past few years that the Crown Prince has turned his attention to research of this kind. Even as a student in Upsala University twenty-five years ago he was seriously engaged in the study of archeology, both theoretical and practical. He never lost an opportunity to attend the lectures relating to Northern antiquity and similar fields, and he was always one of the most eager participants in the excavations of remains that were carried on parallel with the theoretical studies. He himself not only initiated the excavations of the enormous barrow from the Bronze Age, about 1000 B. C., called Kung Björns Hög, but he obtained the necessary means for the work and with the other young archeologists labored with pick and spade. This undertaking, which justly may be described as one of the most important recent archeological investigations in Sweden, took place in the fall of 1902 and the spring of 1903. The manner in which the Crown Prince here devoted his energy and knowledge and personality to the cause gave rich promise for the future. And in the years that have followed he has more than redeemed that promise. Swedish archeologists can hardly fail to agree that the unusual interest in and enthusiasm for the study of antiquity that now prevail in our country are due largely to the influence of the Crown Prince. Such was the verdict expressed more than once by one of our greatest scholars, Oscar Montelius, who died in 1921.

IN HER ROYAL REGALIA

The Swedish Crown Princess was brought up an English girl—Lady Louise Mountbatten, daughter of the late Prince Louis, of Battenberg.

Other regions also have witnessed the efforts of this royal enthusiast. We are told that he "made specifications, photographs and charts of the numerous remains that are found around the city of Norrköping, together with copies of the remarkable rock-carvings from the Bronze Age that are found in this section." Moreover:

> He himself prepared the results of these investigations for publication in a technical periodical.
>
> Since 1905 the Crown Prince has spent his summers in his palace Sofiero, in Hälsingborg, in Skåne, his own dukedom. He has been eagerly engaged, as an archeologist, in studying this territory. One of the most profitable returns from this work is described in the periodical of the Academy of Antiquities for 1906. It concerns a large barrow over a sepulchral chamber from the Stone Age, in connection with a number of graves from the Bronze Age. Among experts his article is considered unusually rich in new, original and discriminating observations and important suggestions. During the years 1907, 1908, 1920 and 1921 he made excavations, with descriptions, of passageways from the Stone Age, and in 1920 he made a study of a barrow at Sofiero from the Bronze Age.

That preparation for "the king business" is not sufficiently exacting to use up the energies of this lively heir-apparent is further indicated:

> It is, however, not only in Sweden that the Crown Prince has been actively engaged in research into the life and art of centuries gone by. He has even turned his attention to foreign lands and on many occasions has begun and supported projects of great importance. In so doing he has made a scientific contribution that is very valuable, and he has also performed a patriotic service that has added glory to the name of his country. During the fall of 1920, while he was touring Greece by automobile, it occurred to him that our country should not fail to have representation among the nations which by their separate expeditions were contributing to making discoveries of the secrets of the classical Orient. He thereupon had the happy thought of planning a large Swedish undertaking in some suitable place in Greece, where the traditional Swedish methods of research could be used to good effect. And he was right. For the excavations at Asine, in Argolis, in Greece, which were begun in 1922 and are under the direction of Dr. Otto Frödin, have yielded very profitable returns. Already three Swedish expeditions have labored in this territory, and this year Dr. Frödin returned once more to the place with its wealth of possibilities. During the second Asine expedition in the fall of 1922 the Crown Prince himself took the spade in his hand and worked for a month and a half with never-ceasing interest. His wish was that the project should succeed—and it did succeed.
>
> The Crown Prince is chairman of the committee responsible for the excavations at Asine. And he is also chairman of the committee at the head of the Swedish Archeological Institute in Rome, which was dedicated early this year. For several years scholars had been discussing the advantages of such an institution. And every effort to bring it to fruition found in the Crown Prince a powerful support.
>
> We now come to a new and very significant stage in the career of the Crown Prince as archeologist. I have already mentioned his great interest for years in Chinese ceramics. He has not been content merely to love, admire and collect such objects of art; he has also through his energy and systematic studies obtained a very unusual practical knowledge of how they have been made and of their historical development. In his private collections in his residence in the palace at Stockholm he has a very valuable collection of Chinese burial ceramics from the Han and Tang dynasties, which are handsomely and artistically arranged in glass cases. In this connection he has followed the literature about Chinese art and archeology with greatest zeal, and his library contains all the important volumes in this field in various languages.

The writer dwells upon "the retiring and modest way" in which the future King of Sweden "associates with scholars and makes his contributions to research." He "can not endure boasting." He "wants to be spared all hymns of praise and hates flattery in all its forms." And we read on, apropos of the royal archeologist's approaching American trip:

> We are glad that the Americans will have an opportunity to see and personally to know the Prince, democratic in the best sense of the word, who some day will wear the crown of Sweden. Through his modest and gracious manner, his honest, straightforward personality he will win the confidence of all. We are convinced that he will strengthen to a greater degree than could any other Swede, the bond between the Swedes in America and those at home. He will also make secure the friendship and mutual understanding between the United States and Sweden, and from this standpoint his journey will have a political and cultural significance that can not be overestimated. We rejoice to know that he and the Crown Princess could not meet a better

Learn this AFTER-SHAVING secret

WE make talc—but we don't advise it after shaving. We find that powders dry up the natural moisture of the skin. That's why we made Aqua Velva—it conserves this needed moisture. Aqua Velva gives these five definite after-shaving comforts:

1. It gives the face a "cold shower" tingle.
2. It gives first aid to little cuts.
3. It delights with its man-style fragrance.
4. It safeguards against sun and wind.
5. It conserves the needed natural moisture in the skin (powders absorb this—leave the skin dry.) Aqua Velva keeps it as soft as Williams Shaving Cream leaves it.

Try this new comfort for the face—FREE; send the coupon below for a generous test bottle. Aqua Velva costs 50c for the large 6-ounce bottle (60c in Canada). By mail postpaid on receipt of price if your dealer is out of it. Costs almost nothing a day—only a few drops needed.

For use after shaving

Williams
Aqua Velva

Made by the makers of Williams Shaving Cream
The J. B. Williams Co., Dept. 25-B, Glastonbury, Conn.
(Canadian Address, 1114 St. Patrick St., Montreal)
Send free test bottle of Aqua Velva.

Lit. Dig. 5-22-26

PERSONAL GLIMPSES
Continued

reception anywhere than the one they will receive as guests among the enlightened, diligent and capable American people.

Gustavus Adolphus Oscar Frederick William—to give him all his baptismal names—is the great-great-grandson of Napoleon's Marshal, Bernadotte, who became Charles XIV of Sweden. The Crown Prince is in his forty-fourth year. As described by William M. Schuyler in an article copyrighted by the Philadelphia *Public Ledger:*

Tall and physically vigorous like all the Bernadottes, His Royal Highness is a man of action. Last summer he went on a fishing expedition in Lapland, and while there heard of a lake some twenty miles distant from his camp which was said to abound with fish. He trudged the twenty miles over the rugged hills at night, fished all the next day, which was a Saturday, slept a few hours in the early part of that night and then tramped back to camp, arriving in time to attend church services on Sunday morning, where he held an impromptu reception with the utmost amiability and without outward evidence of fatigue.

The versatility of the Crown Prince Gustavus Adolphus may thus be readily accounted for. His forty-four years of life have been arduous years of preparation for the leadership of the State. Trained in every form of athletic and military exercise, having personally worked as a clerk in every major department of the Government and having traveled throughout Europe, in Africa and the Near and Far East, he has yet found time to conduct archeological excavations along strictly scientific undertakings in China and elsewhere.

But this passion for archeological research has carried the Prince far afield from Sweden, and upon the conclusion of his visit to America it will carry him to the Orient by way of our own eastern route.

It is scarcely to be wondered at that the vigorous Bernadotte dynasty in Sweden has proved to be the only dynasty established in relation to the Napoleonic Empire to survive the passage of time. And the succession into the third generation from the reigning King has been amply provided for. The Crown Prince has been twice married and he has five children, four sons and a daughter. In the winter of 1904-05 His Royal Highness was traveling in Egypt. At Cairo he met the Princess Margaret of Connaught, daughter of Prince Arthur of Great Britain, Duke of Connaught, the only surviving son of Queen Victoria. The young people appear to have found an immediate interest in each other. The courtship was carried on until June, 1905, when the Prince and Princess were married at Windsor Castle. This union proved to be not only one of great personal happiness but highly pleasing to the Swedish people, who quickly learned to love the amiable and intelligent British Princess. It was a day of deep and sincere mourning in Sweden when the Princess Margaret was borne to her grave in 1920. Her five children constituted a rich gift to Sweden.

A STURDY SON OF THE BERNADOTTES

Crown Prince Gustaf Adolf has raced in Marathons, and in other ways proved his athletic prowess.

It was in London likewise that the Crown Prince of Sweden found his second bride, who will be with him in this country. Before her marriage in 1923 the Crown Princess was the Lady Louise Mountbatten, daughter of the late Prince Louis of Battenberg, who, altho born a German Prince, became a naturalized British subject in his young manhood.

Altho technically the Lady Louise Mountbatten was not of royal rank at the time of her marriage to the Crown Prince of Sweden, she was deemed in every respect qualified to make such an alliance.

A wireless dispatch from Stockholm to the New York *Times* relates that Robert Woods Bliss, the American Minister to Sweden, has been "called home by President Coolidge to assist in the entertainment of the Swedish Crown Prince during his visit to America." Mr. Bliss, it is added, will accompany the Swedish visitors on their journey through the United States.

"The fragrance of pipe-smoke enchants me"

Alma Rubens

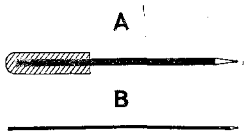
It's fragrant because it's
FRESH
Tuxedo
TOBACCO
fresh from the factory
fresh
WHEREVER YOU GET IT
THIS BAND IS YOUR PROTECTION
SPECIALLY PREPARED
SMOKING TOBACCO

Quality created the demand—Demand made possible the price

NOW 12¢

© Guaranteed by The American Tobacco Co. INCORPORATED

What's back of the edge of your Razor Blade?



SUPERFICIALLY, one might think that the very edge of a razor blade was all that mattered in shaving. But the blade *behind* the edge—the body of metal of which it is a part, and which supports it—is every bit as important.

The Ever-Ready Blade (A) is a staunch and rigid piece of steel which is ground to a scientifically correct bevel *edge*—an edge that is microscopically keen, but marvellously strong and durable.

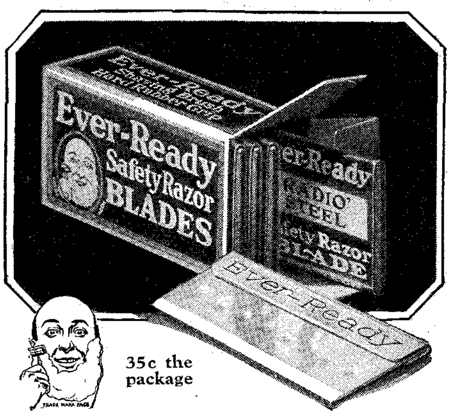
The blade is given additional rigidity by a "backbone" of heavy gauge metal. The diagram (A), above, shows the husky construction of an Ever-Ready Blade, while (B) is a cross-section view of an ordinary wafer blade.

The Ever-Ready Blade is keener and retains its keenness longer. If you have been enduring poor shaves just from force of habit, now is the time to switch to this super-keen Ever-Ready in the Ever-Ready Razor.

Ever-Ready Razors and Blades are sold everywhere

AMERICAN SAFETY RAZOR CORPORATION
Brooklyn, N. Y.

Ever-Ready Blades


Ever-Ready Safety Razor BLADES
Ever-Ready RADIO STEEL Safety Razor BLADE
Ever-Ready
35c the package

THE FIRST MILE-A-MINUTE RUN

THIS is dramatically described by Roger L. Wensley in *Railway Life* (Rochester, N. Y.), which in turn gives credit for it to *The Octagon*. It is difficult, says Mr. Wensley, looking backward 100 years, to realize that when the locomotive was in its infancy, the railroad's possibilities were unappreciated. At that time a well-known resident of Liverpool said that if it were ever proved possible for a locomotive engine to go ten miles an hour, he would cheerfully eat a stewed engine-wheel for breakfast. This emphatic gentleman probably lived to suffer severely from indigestion. But this doubter was not alone in his scorn of the locomotive. Mr. Wensley goes on:

The press almost universally scoffed at rapid locomotion, declaring it impossible and denouncing its advocates as lunatics and fanatics. "Twelve miles an hour!" exclaimed *The Quarterly Review* of these days, "twelve miles an hour! As well might a man be shot out of a Congreve rocket."

About 1830, George Stephenson was cross-examined by a Parliamentary committee in regard to constructing a railroad from Liverpool to Manchester, and a member of that body closely questioned the great engineer, the interview being thus given in an authoritative work on railway history:

"Well, Mr. Stephenson, perhaps you could go seventeen miles an hour?"

"Yes, certainly."

"Twenty-five, I dare say, you do not think impossible?"

"Certainly not impossible."

"Dangerous?"

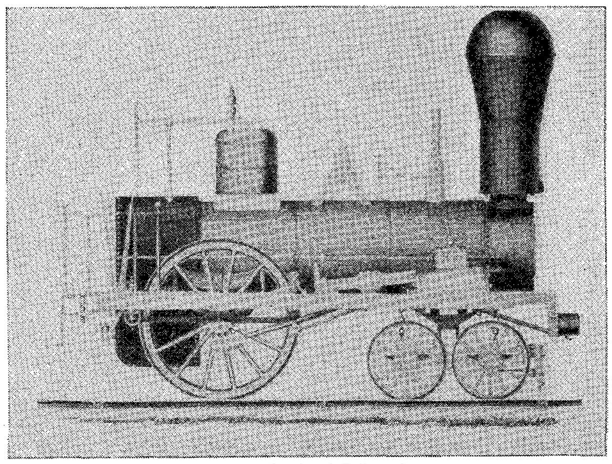
"Certainly not."

"Now, tell me, Mr. Stephenson," said the Parliamentary member with indignation, "will you say that you can go thirty miles?"

"Certainly," was the answer as before. Questions ended for the time, and the wiseacres of the committee burst into a roar of laughter at the wild-eyed inventor who proposed such a preposterous thing. But Stephenson built the road, and on his trial trip astonished the world with the remarkable speed of thirty-six miles an hour.

About the time that the English guardians of the public welfare were ridiculing the early railroad efforts, Americans were laughing a good deal over the race between a horse and a locomotive, in which horse-power won. In those early days Peter Cooper built the locomotive "Tom Thumb" for the Baltimore road, and ran a race with the gallant gray horse owned by the stage proprietors, Messrs. Stockton and Stokes. The horse was attached to a car on the second track. The race is thus described:

"Away went horse and engine, the snort of the one keeping time to the puff of the other. The gray had the best of it at first, getting a quarter of a mile ahead while the engine was getting up steam. The blower whistled, the steam blew off in vapory clouds, the pace increased, the passengers shouted, the engine gained on the horse, nose-to-nose; then the engine passed the horse, and a great hurrah hailed the victory. But just at this moment, when the gray's master was about giving up, the band which turned the pulley that moved the blower slipt from the drum and the safety-valve ceased to scream, and the engine, for want of breath, began to wheeze and pant. In vain Mr. Cooper, who was his own engineer and fireman, lacerated his hands in attempting to replace the band on the wheel; the horse gained on the machine and passed it, to his great chagrin. Altho the band was presently replaced, and steam again did its best, the horse was too far ahead to be overtaken, and came in winner of the race."


By courtesy of the Buffalo, Rochester & Pittsburgh Railway Company

YOU'D NEVER SUSPECT IT OF REAL SPEED

Yet it was a "Puffing Billy" of this type that astounded our grandaddies in 1848 by scorching at the then incredible—and still respectable—rate of sixty miles an hour.

This little engine was only meant for an experiment, but it was the first American locomotive ever constructed. It was quickly followed by others of greater power and speed. But even as late as 1841, it was stated as an astonishing fact that "after leaving Boston in the morning, travelers would in fifteen hours be in Albany."

In 1848 came the thrill of traveling a mile a minute, faster than man ever traveled before.

Then competition for passenger business was even keener between the railroads than it is now. Many roads paralleled each other, and every effort was made to provide attractions for the prospective passenger.

Mr. Minot, superintendent of the Boston and Maine Railroad in its early days, was always on the alert for improvements. One day in 1848 he conceived the idea of running a mile a minute. He had a ten-ton engine built to order at the works of Hinkley and Drury, of Boston, and named it the "Antelope" in anticipation of its speed. It had single drivers, six feet in diameter.

Lawrence, a station twenty-six miles out of Boston, was chosen as the terminus of the trial trip. Every detail was carefully arranged in order to give the new engine a chance to break all previous records. Nothing escaped the eagle eye of the superintendent. He was especially careful in selecting his men for the run.

"Can you put me in Lawrence in twenty-six minutes, Pemberton?" he asked of the best engineer on the road.

"It's as good as taking your life in your own hands, sir," replied Mr. Pemberton.

"Not at all," said Mr. Minot; "if you

Making CORDS Better

. . . . and selling them Lower

Water-Cure Tubes

The perfect inner tube, made by process of curing in water under 150-lb. pressure. No chance for small air pockets, bubbles, blisters, or flaws.

GOODRICH SILVERTOWN BALLOON

Goodrich all-cord production means improved tires at lower prices.

Every pneumatic tire we manufacture is a cord. Not one fabric comes from our great plant and equipment.

One purpose—undivided attention—output of thousands of cords a day—combine to supply you new and better tire values.

Cord tires made expressly to meet different needs of transportation. Cord tires priced to suit individual demands of economy. Cord tires for motor car, bus and truck. All strong, enduring, and low priced.

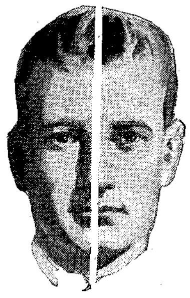
You will find the Goodrich Dealer stocked with this wide selection of cords. Look them over with a keen, thrifty eye to your needs.

THE B. F. GOODRICH RUBBER COMPANY, AKRON, OHIO
In Canada: Canadian Goodrich Co., Kitchener, Ontario

Goodrich Silvertowns

"BEST IN THE LONG RUN"

Divide your face in half



Let your own face decide this test

Money back if not satisfied with Mennen Shaving Cream

Millions of men know that Mennen's takes the fight out of the wiriest set of whiskers. The razor swishes through in record time. No pull or scrape. It's a quick, clean shave that *stays shaved* all day long. And I don't mean *maybe*....

But I want *you* to let your *own* face decide. So here is the proposition:

Tomorrow morning, lather one side of your face with the cream, stick or soap you're using now. Rinse off the brush. Lather up on the other side with Mennen Shaving Cream. Then *shave.*

If you can't feel the difference instantly—if you don't find that on the Mennen side you've got the cleanest, quickest, most comfortable shave you've ever had in your life—why send back the used Mennen tube and I'll refund your money, with postage.

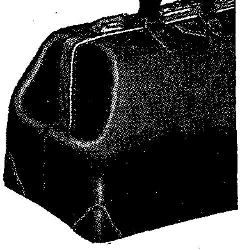
By the way, Mennen Skin Balm is the finest after-shaving treat ever invented. You ought to give it a try. A little squeeze gives you a wonderful, tingly, cool freshness. Tones up skin—removes face shine. Astringent—reduces pores. Greaseless, absorbed in half a minute. Comes in big *tubes.* Nothing to break or spill. 50c. And, of course, don't forget that we make Mennen Talcum for Men.

Jim Henry
(Mennen Salesman)

*Here's another chance to win a magnificent $50 Traveling Bag**

Send in an answer (100 words or less) to the question below. The most interesting answer wins the bag. Contest closes July 17. I am the judge. Watch for next contest in an early issue. *You don't have to go out and buy any Mennen product in order to enter contest.

HERE'S THE BAG



THE QUESTION:

What do you find the best after-shaving *preparation and* why?

Mail your reply to The Mennen Company, Jim Henry Contest, 373 Central Ave., Newark, N.J.

PERSONAL GLIMPSES
Continued

won't do it, I'll make the run myself." As every man on the road knew, the enterprising superintendent, besides being a natural mechanic, and as competent an engineer as ever handled a lever, was cautious about ever risking human life.

"Will you do it, Pemberton?" again asked the superior officer, as the engineer still hesitated.

"Yes, sir."

"Good—I'll ride with you."

Choosing a day for the trial trip, men were sent over the road to spike down all the switches and see that everything was in perfect order. Station agents were warned not to permit any obstructions on the track. It was before Morse had introduced telegraphy, and to run a mile a minute required careful preparation and forethought. All trains were either sidetracked or taken off the road for the trip, and an engine was sent ahead to see that all instructions were carried out.

The coming trial of the "Antelope" was talked of far and near, and the event was awaited eagerly in railroad circles. Representatives of the leading Boston papers were invited to accompany the superintendent, and when the appointed day arrived, they, with a few other guests, were given possession of the only car that was to make the run.

A large crowd gathered at the station and, amid cheers and waving of hats, the engineer pulled open the throttle, while Mr. Minot stood by his side.

Slowly the engine gathered headway, then it thundered on faster and faster, the six-foot drivers covering ground at a rate heretofore undreamed of. Boston was soon left behind, and the "Antelope" plunged into the open country with the fleetness of the wind, Mr. Minot smiling with pleasure as he kept one eye on the steam-gage and the other on the rapidly receding fence-posts. Everything worked to a charm.

The pace increased amid the cheers of the passengers, altho they were shaken by the rough bits of road, which were numerous in those days. The excitement was increased when they were nearly thrown from their seats as the train plunged around one sharp curve after another and narrowly escaped jumping the track.

Mr. Minot never lost confidence. Halfway to Lawrence he looked at his watch.

"Fourteen minutes," he said. "That won't do, Pemberton; we are a minute behind."

Frowning slightly, the engineer threw the throttle wide open, and the "Antelope" responded to the added power.

At the first glimpse of Lawrence, Mr. Minot again looked at his watch and slowly smiled, and his eyes lighted with a look of exultation. As they neared the station he stood with his watch in hand, and just as the engineer brought the train to a standstill, the timepiece marked 26 minutes.

A great crowd awaited the "Antelope's" arrival, eager to know whether the much-talked-of deed had been accomplished.

"Did you make it?" cried out an excited onlooker.

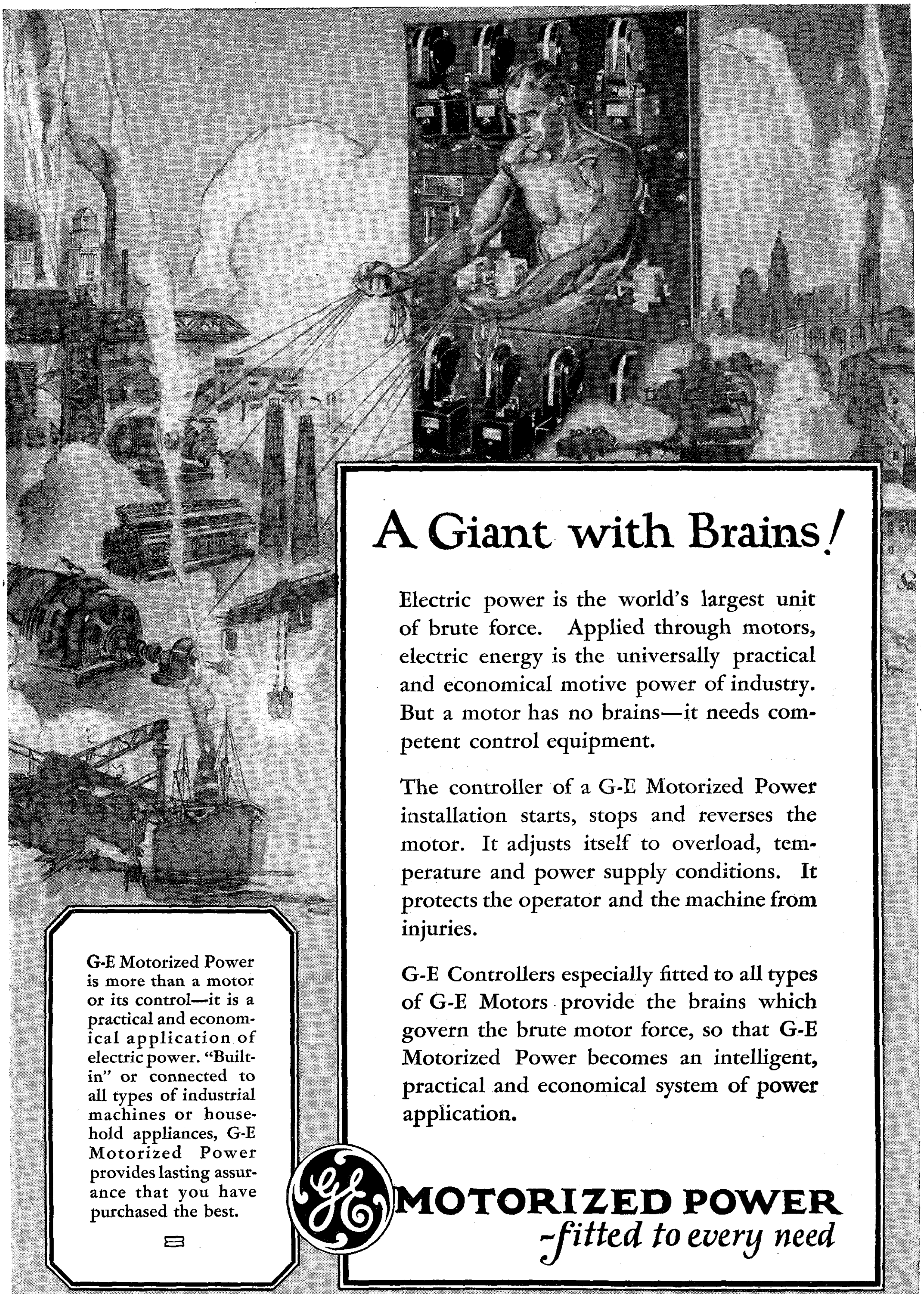
"Yes," shouted Mr. Minot in return.

In a moment, cheer after cheer arose for the men who had first driven an engine a mile a minute. The guests and the rest of the spectators prest forward to shake hands with the superintendent and his engineer, and to offer congratulations, while crowds flocked to look at the engine that had accomplished so wonderful a run. To-day, with all that modern engineering has done for increased safety and power, the courageous run by Minot becomes nothing short of wonderful."

SIX DAYS' STARVING FOR AIR

"MY TEMPER was horrible," smilingly admits Prof. Joseph Barcroft, the man who lately shut himself up in a glass cage and lived for six days almost without air. "For the last two days or so, I had a tremendous headache, and I'd no sooner lie down on the couch than some one with the best intentions would come tapping on the glass wall. I'd rise, with a good deal of effort, lay my ear against the wall, and listen for the important message. The visitor would mumble something. 'What?' I'd shout. 'Oh, hello,' the visitor would repeat, 'how are you feeling?' Or perhaps, 'It's a splendid day, what?' In either case I'd shout back, 'Rotten.' How I managed to come through those six days with any friends left over, I don't understand." To Mr. H. C. Norris, the London correspondent who passes this confession of Professor Barcroft's along, it seems not only amusing but important, and he devotes an article to the Professor in the Philadelphia *Public Ledger.* He found him at the Physiological Laboratory of Cambridge University, where, "built into one of the large, bare rooms is the glass cage, the floor and ceiling of glass as well as the walls, and the edges sealed." Continuing, he writes:

> The cage is in two compartments, one provided with a sort of kitchenette to facilitate Professor Barcroft in continuing various laboratory experiments during his imprisonment. The other compartment contains, most conspicuously, a couch; and it contains little else except a curiously contrived shelf for receiving food without letting in air. Into this cage Professor Barcroft was conducted, and in it he stayed for six days. He is probably the only man in the world who ever really lived in a glass house.
>
> The thing he set out to discover principally was something concerning that useful little organ, the lung. In the treatment of lung diseases, it was advisable to know whether when the supply of air had been largely cut off the lung did anything about it. Whether the lung made some adequate arrangement with the supply of blood in order to offset, at least in part, the deficiency in oxygen. If it did, physicians could rely on this fact in the treatment of lung ailments. If it didn't, they must be prepared to take this failure into consideration. It doesn't, as Professor Barcroft found out to his own considerable discomfort, but to the everlasting benefit and guidance of the medical profession. Deliberately he cut himself off from a decent supply of air, and then he with twenty other observers stood around to watch what happened.
>
> Like most dramatic titles, that of "the man who lived without air" is not absolutely accurate. Nobody lives without any air at all. Professor Barcroft lived on the minimum. There was about as



A Giant with Brains!

Electric power is the world's largest unit of brute force. Applied through motors, electric energy is the universally practical and economical motive power of industry. But a motor has no brains—it needs competent control equipment.

The controller of a G-E Motorized Power installation starts, stops and reverses the motor. It adjusts itself to overload, temperature and power supply conditions. It protects the operator and the machine from injuries.

G-E Controllers especially fitted to all types of G-E Motors provide the brains which govern the brute motor force, so that G-E Motorized Power becomes an intelligent, practical and economical system of power application.

G-E Motorized Power is more than a motor or its control—it is a practical and economical application of electric power. "Built-in" or connected to all types of industrial machines or household appliances, G-E Motorized Power provides lasting assurance that you have purchased the best.

MOTORIZED POWER
-fitted to every need

GENERAL ELECTRIC

Good
PIE CRUST

When Wesson Oil is used as a shortening, the making of pie crust is almost as quick as the assembling of ingredients. No more working in of the shortening with knives or the finger-tips—just a pour of the oil, a stir of the mixture, and the pie-crust dough is ready for rolling.

Here is one of our favorite recipes for pie crust:

Sift into a mixing bowl one and one-half cups of flour and one-half teaspoon of baking powder. Make a depression in the center. Into this pour a generous half cup of Wesson Oil and an exact one-half cup of very cold (or ice) water. Add a pinch of salt. Mix quickly with a fork, and divide in two portions. Do not knead, but roll on a well-floured board, spread on pie pans, fill and bake at once in a quick oven.

The ingredients should be cold, and do not knead or re-roll. The dough must not stand, and the whole process must be completed as rapidly as possible.

The secret of good pie crust is the amount and kind of shortening used. Measuring a fat *exactly* as required in the recipe has much to do with the success of a pie crust. A liquid fat can be measured more quickly and more accurately than a solid fat, because it won't stick to the measuring cup or pack down as a hard fat will.

If you have a favorite pie crust recipe, you can use Wesson Oil in place of the hard fat, without any other change in the recipe. You will be surprised that any crust so flaky and delicious can be made in such a short time.

Wesson
Oil

PERSONAL GLIMPSES

Continued

much air inside his cage as there is, for instance, at the top of Mont Blanc. Don't let thoughts of glorious views and fresh breezes confuse your idea of the amount of air on the Mont Blanc peak, for the atmosphere there is of a rarity and oxygen is of a scarcity which makes the average human being wofully seasick. A few hours of it are about as much as most people want. Indeed, many travelers collapse from sheer want of air long before they reach the summit. Six days of it—!

Mount Everest remains inaccessible, not because the climb is so difficult, but because the air is so rarefied, and Professor Barcroft spoke of that in talking with Mr. Norris. "But people do live on pretty high mountains," he said, adding, "The experiment in this glass cage gave us some interesting information on mountain dwellers. In the first place, the air I got in here was out of tanks; all prepared, according to formula, so that it would be of the requisite rarity." As Mr. Norris explains,

By an ingenious arrangement of great bags, the normal air in the glass house was gathered up and emptied out while the rarefied air was slowly pumped in. Twenty assistants, many of them students, took turns at the little motor which kept up the air supply, since the stoppage of the supply even for a few moments would have caused death by strangulation. That's how little air the cage contained!

When all the normal air was out, and enough of the rarefied air was in, Professor Barcroft retired to his kitchenette and his couch, and the experiment began.

"For the first day or two, I felt perfectly all right, or nearly so," he said. "I had a good deal of experimental work to finish up, as it was quiet and warm, and I felt rather happy. But after that life grew monotonous. Also, it grew dull in a queer way. With a minimum of air, human beings become dreadfully indolent. They have no ambition, very little interest in life; they are languid, slow of thought and movement.

"By and by I lost interest even in food. My meals would be placed in this shelf—" He raised an iron flap on the outside of the cage, then lowered the flap, led the way inside the cage, and raised a corresponding flap in the glass wall. "Now, when the food was placed on this shelf, and the outside flap lowered, no more air could get in to the small space which the shelf occupies. Of course, when I opened the flap on the inside of my cage, a certain amount of extra air came in—merely the amount which had flowed into the shelf when the outer flap had been for a moment opened. This little addition of fresh air could not be prevented, but it was negligible.

"As I said, the last two days or so, I had a dreadful headache, which I suppose accounted in part for my dreadful temper. And by that time, I didn't take much interest in anything buy lying on the couch. I didn't even bother to go into the kitchenette any more. As for my unfinished experiments I didn't trouble about them a great deal. My eyesight, you see, began to go queer. If I held a test tube in my hand, I could see the contents of it clearly enough, but everything surrounding it was fuzzy.

"You understand, I was not breathing the same air over and over again, not without having it renewed. It was the same air, but it went out by means of a pump and a motor, and was pumped in again. So that the air inside here was always fresh—at least, approximately so.

"And once in a while they let me out of the cage, you know."

With noticeable aversion, Professor Barcroft pointed to a bicycle fastened into a stationary apparatus outside his glass cage, and said, "I had to exercise, of course, so that they could test my pulse and my blood after exertion as well as after periods of rest. But the fact that I was just outside the cage didn't mean that I was outside the minimum of air. We had a special mechanism whereby I still breathed the air from inside the cage, even while I was exercising outside." Day after day the experiment continued, and we read:

"Naturally the last day was the worst of all," said the scientist, "I had lost interest in just about every thing by that time, and I simply had to force myself to eat. But the woman who cooked for me felt that she must tempt my appetite. It was extremely thoughtful of her, of course, but—well, I said that my temper had grown snappish. She cooked a number of special dainties, and the tray as it was shoved beneath the iron flap from the shelf would have looked extremely appetizing to any one who had not lived on a theoretical lofty mountain-top for a week.

"The several dainties involved all kinds of little dishes holding salt and pepper and sugar and a number of other things. And nobody will ever know what an effort it was for me to search around on that tray for one condiment after another. I was grateful, of course—afterward."

When Professor Barcroft's ordeal was over, one other delightful experience remained to be undergone. A surgeon cut a hole in one arm in order to take specimens of blood. It was found that because of six days with a minimum of oxygen, the blood had grown very dark.

"I have heard myself described as emerging from the cage covered with indigo stripes," Professor Barcroft remarked, "but that isn't quite true. I may have looked a bit bluish—I certainly felt so—but I wasn't anywhere near indigo."

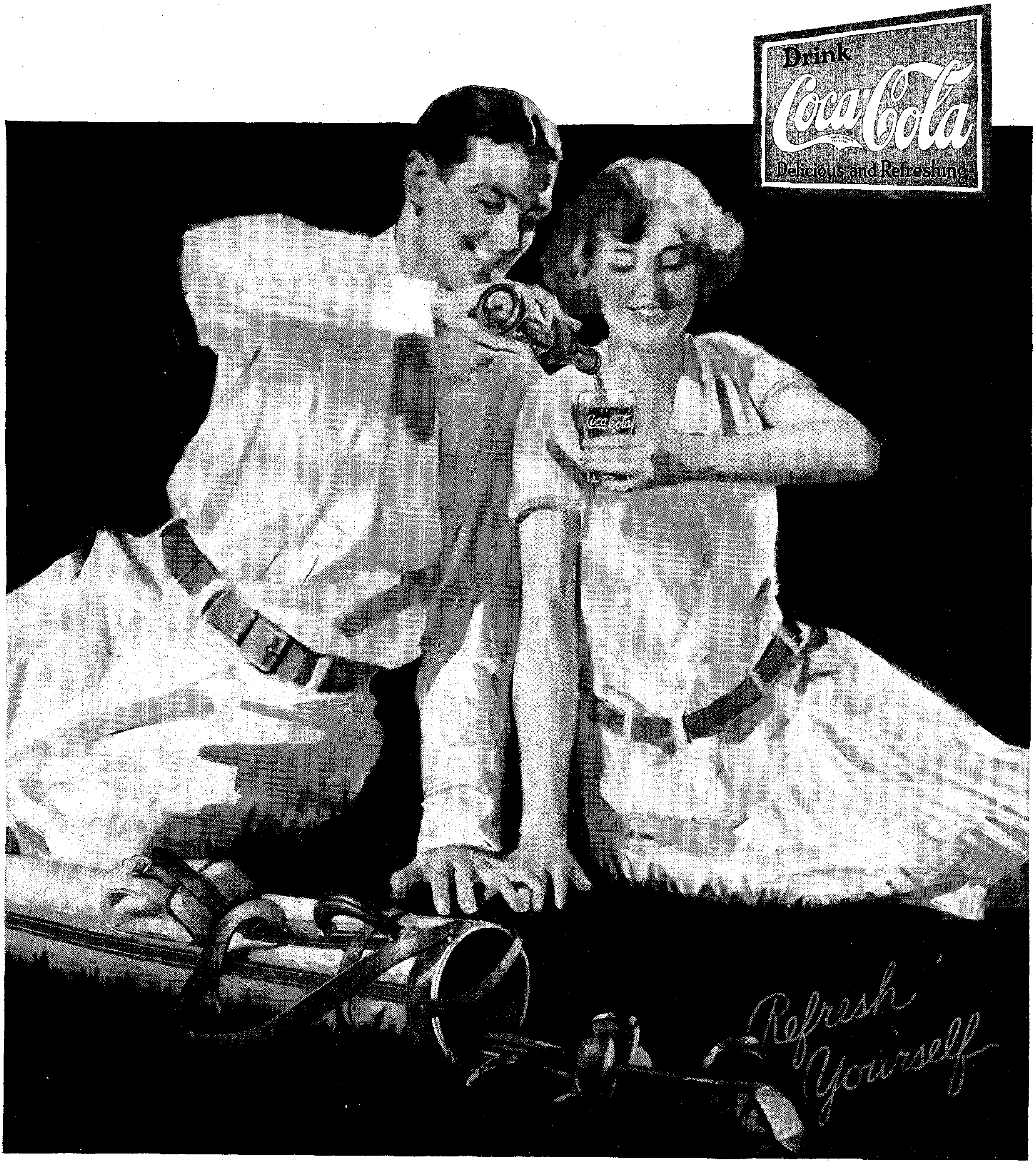
Professor Barcroft has long been interested in the effect of rarefied air on the character, as well as on the lungs, of mountain people, and Mr. Norris relates:

To study the effect of high altitudes upon the human body and mind, he spent several weeks a few years ago in Peru at a point some 16,000 feet above sea level.

"It was a most interesting and valuable experience," he said, "my colleagues and I had been given a railroad car, loaned by a mining company, for a laboratory. We practically lived in it, and the remarkable thing is that we are all still good friends. Those men had extraordinarily amiable dispositions; not an unpleasant word passed, and this is truly remarkable for rarefied air has, as I have indicated, a decided reaction upon the temper of any one unused to it.

"The point at which we conducted our experiments was near the snow line. There

(*Continued on page 56*)


Drink
Coca-Cola
Delicious and Refreshing
Coca-Cola
Refresh Yourself

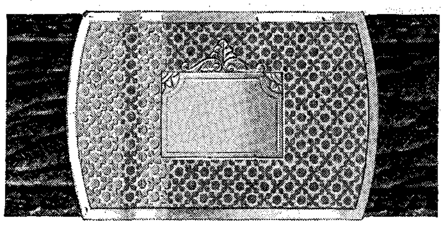
The Coca-Cola Company, Atlanta, Ga.

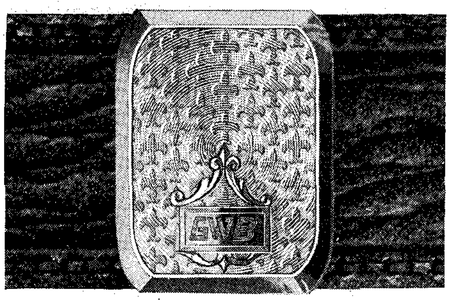
ALL THE WORLD LOVES SUCH MOMENTS

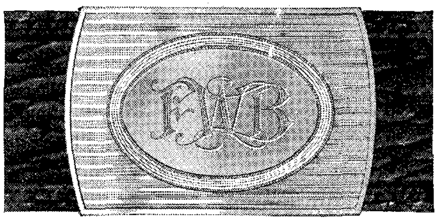
Coca-Cola is the shortest distance
between thirst and refreshment.
Enjoyed by millions because of
its purity and wholesomeness

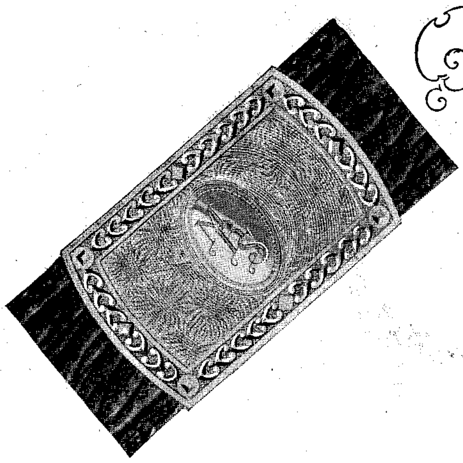
IT HAD TO BE GOOD TO GET WHERE IT IS — 7 MILLION A DAY

Now... Belt Buckles



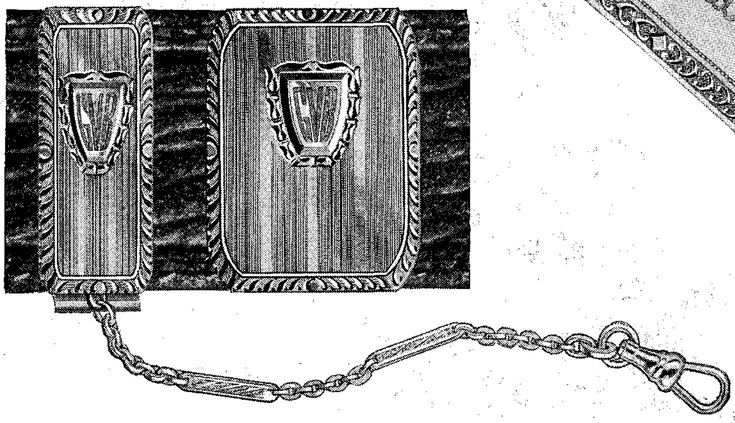






AT YOUR JEWELER'S

Gold Filled Buckles	$9.00 to $12.00
Sets	$15.00 to $20.00
Sterling Silver Buckles	$2.50 to $7.00
Sets	$5.00 to $12.00



At all good jewelers' --this new kind of belt buckle

DESIGNED by the same artists, fashioned by the same skillful craftsmen, made of the same beautiful and lasting materials!

Everything you take for granted in your watch case, when you buy a movement of good make, you will find in this new kind of belt buckle.

For its makers are the makers of Wadsworth Watch Cases. And for more than thirty-five years America's leading watch manufacturers and importers have consistently selected Wadsworth Cases to dress and protect their finest movements.

The Wadsworth Gold Filled Buckle will not tarnish. It is made of 14 kt. white or green gold filled, with all the beauty of solid gold at only a fraction of the cost. It will wear and keep its beauty as long as a good gold filled watch case.

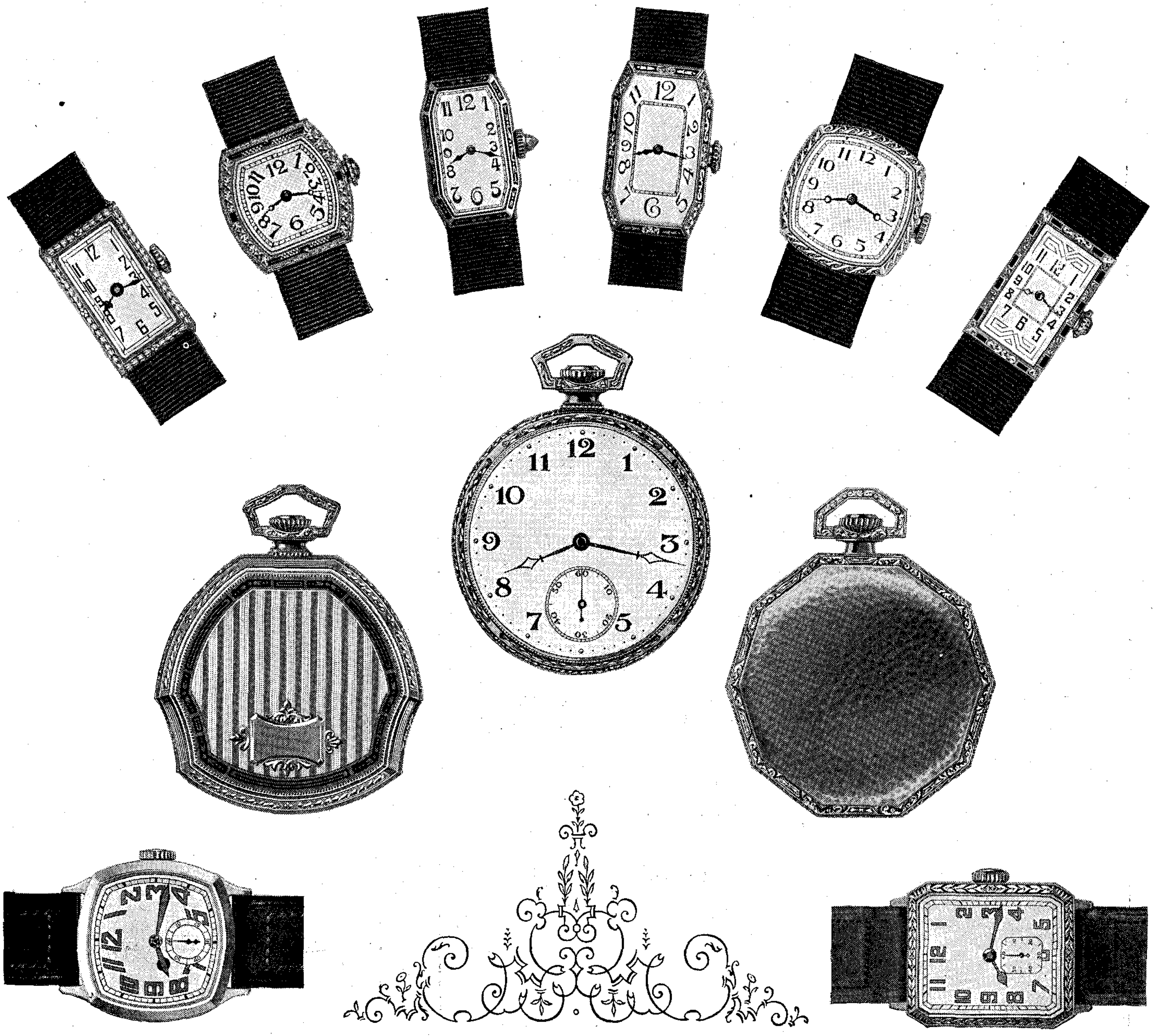
Constructed to exacting watch case standards, the Wadsworth Belt Buckle can not slip. A patented grip locks the belt tight in any position and automatically adjusts itself to any thickness of leather.

The Wadsworth Belt Buckle is a gift worthy of the man you wish particularly to honor. Your jeweler can show it to you in a pleasing variety of designs. Also available in sterling silver for both regular and wide belts.

THE WADSWORTH WATCH CASE COMPANY
DAYTON, KY., SUBURB OF CINCINNATI, OHIO
Case makers for the leading watch movements

by Wadsworth

As exquisitely made
as
Wadsworth Watch Cases



FACTS ABOUT A FAMOUS FAMILY

FIRST
to have a
proving ground

THREE YEARS ago General Motors purchased an 1125-acre tract, 40 miles from Detroit and accessible to all its car and truck divisions.

This was transformed into a great Proving Ground, with every kind of road and grade over which an automobile is called upon to travel.

Here the collective experience and brains of the whole General Motors family are brought to bear upon the problems of each member; and here each make of General Motors car must prove itself against the best that American or European genius has developed.

The Proving Ground marks a forward step in the guarantee of motor car satisfaction. It is your final assurance that you are *investing* when you buy a General Motors car.

GENERAL MOTORS

CHEVROLET · PONTIAC · OLDSMOBILE · OAKLAND
BUICK · CADILLAC · GMC TRUCKS

"A car for every purse and purpose"

General Motors cars and trucks, Delco-Light electric plants and Frigidaire electric refrigerators may be purchased on the GMAC Plan.

PERSONAL GLIMPSES

Continued from page 52

were no dogs and cats in the tiny settlement of natives. Consequently, there were no fleas. And consequently there were none of the diseases which fleas spread. It was, from the medical viewpoint, a most interesting spot.

"The natives were languid, slothful, rather unintelligent. These are characteristics of people who live in very high altitudes, tho it must be taken into consideration that if the people who live on high mountains had been very sturdy in the first place they wouldn't have been chased up there. After a few days at that elevation, we became languid and slothful, and not overintelligent ourselves."

The experiments on the Peruvian mountain were closely allied to the experiments in the glass cage at Cambridge University.

"It was easy enough for critics to say," Professor Barcroft pointed out, "that if a man grew weak and sick on a mountaintop his condition might have other contributing causes beside the rarefied air. But closing him in a room inside a laboratory and allowing him to breathe only air rarefied to mountain-top rarity was a really accurate test. If he became weak and sick under laboratory conditions, you knew that the rarefied air caused it.

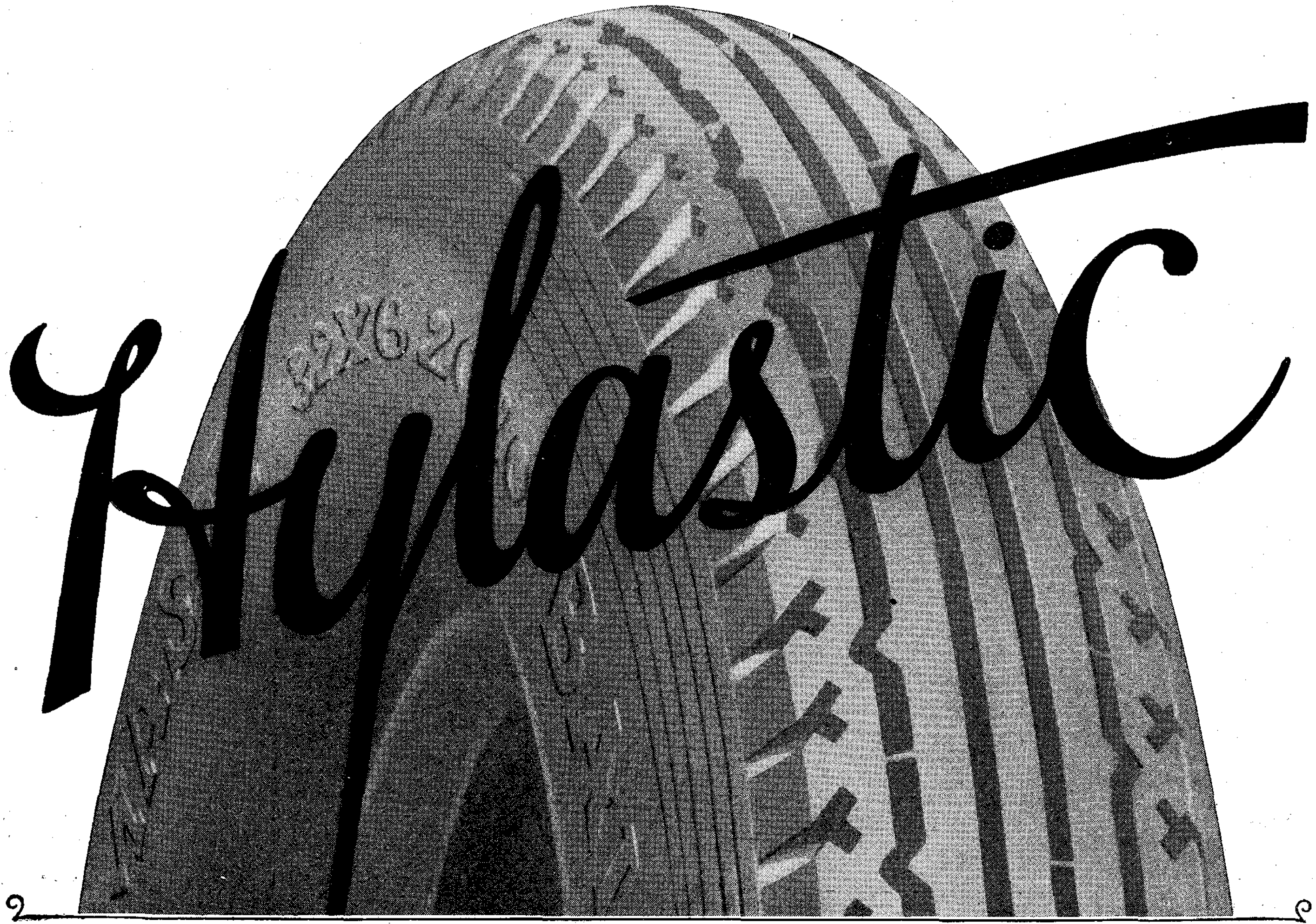
To-day, the glass cage is given over to the study of high temperatures with a view to determining their effect upon the spleen, and other people are allowed to serve as victims. Says Mr. Norris:

Few physiologists, before Professor Barcroft, had any idea that high temperature exerted much influence upon the spleen. But few physiologists before Professor Barcroft knew much of anything about the spleen, anyway. In fact, a very eminent Canadian physiologist has recently written a book on physiology in which he doesn't mention the spleen at all.

Professor Barcroft considers the spleen a highly important organ, as it keeps us from bleeding to death when, without its ministration, we might easily do so:

"Physiologists have been puzzled," Professor Barcroft said, spreading photographs and sketches of various spleens on the table of his laboratory, "over where the extra blood comes from when we are hot; either on a hot day or after we have been running. The veins seem to have more blood in them, but our weight is not increased. Well, the spleen is the answer. The spleen acts as a sort of reservoir for the blood; roughly, it holds about one-tenth of the blood in many animals. The reason the cat's spleen of your recollection looked like a small, curled-up leaf was because the cat was dead and the blood had therefore been drained from the spleen. Had the cat been alive, and not exercising, the spleen would have been much larger. In fact, it looks—under normal conditions of rest—like a sausage.

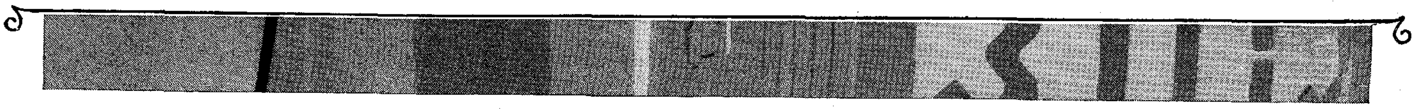
"When a man is badly cut and bleeds a good deal, the spleen releases an extra amount of blood; so that it is possible to bleed quite a lot before the general, normal blood supply of the body is really diminished. The spleen doesn't throb, like the heart, but it stores up an extra supply of blood to be sent into the veins when any unusual demand for blood is made."



Hylastic cord makes every Mason tire an economical purchase. For Hylastic gives every Mason user the twin advantages of longer wear and greater riding comfort.

That's what the greater sturdiness and superior stretching quality of Hylastic Cord gives you in Mason Balloons. Hylastic Cord is made exclusively from a special, carefully selected, tough and sinewy cotton. It is spun exclusively in Mason's own mills, under Mason's directions and to Mason standards. It is this Hylastic Cord that makes every Mason balloon so flexible that it gives maximum balloon comfort and yet so tough and sinewy that it lastingly endures constant flexing for many thousands of miles.

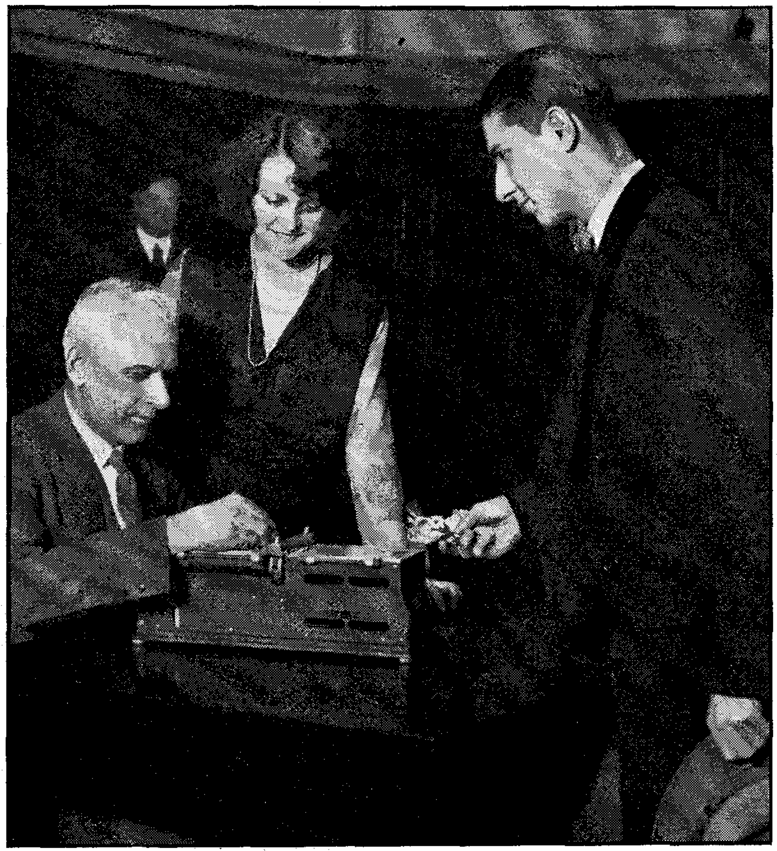
MASON
BALLOONS



MOTORING AND AVIATION

CHICAGO'S "CAFETERIA" TRAFFIC COURT

ITS SLOGAN IS "a fine a minute," and its admirers boast that it can "serve speeders with speed." Its operation is automatic. It offers "a flat-rate schedule of fines and penalties," thereby canning the magistrate and permitting the reckless motorist to punish himself. In fact, it makes it possible to pay one's fine by mail or messenger-boy; and in it, we are told, "observers believe a solution has been found for three of the major problems facing virtually every large city that makes a serious attempt to enforce the provisions of its motor-vehicle code." These are set down as "overcrowded court dockets, the fixing of violation cases, and the weeding out of drivers who, through repeated violation of traffic laws, are subject to more drastic treatment than the average casual offender." Singing the praises of "this new cash-and-carry court," Rockwell R. Stephens tells us that it has completely eliminated the difficulties that faced luckless motorists served with arrest notices for motor-vehicle violations under the old system. No longer, writes Mr. Stephens in *The American Motorist*, does the driver wait in crowded court-rooms while other cases on the roster are argued—"while the dreary process of 'telling it to the judge' is carried out and driver and police officer libel each other until the wearied judge imposes a fine or dismisses the case." Nay, nay! On the contrary—



Photograph by courtesy of *The American Motorist* (Washington, D. C.)

PLEADING GUILTY TO A CASH REGISTER

It's a pleasanter process, according to traffic violators who have tried it, than taking a chance before a peppery magistrate who may have been nearly run over on his way to court.

> In the new court it takes no longer to pay a fine and get on with the business of the day than to step into the corner store and buy a package of cigarets. The icy fear of staggering fines that occasionally comes from overzealous judges, the distaste for a sarcastic judge's ridicule before a crowded court, the average man's dislike for contact with the courts as an offender suddenly hedged about by the mystery that still shrouds the machinery of the law, are eliminated in toto by the business-like procedure of the speeders' cafeteria.
>
> The operation of the new plan is simplicity itself. To take a typical case. I park the galloping collection of nuts and bolts casually referred to as "my car" outside my favorite restaurant in Chicago's busy loop. I have heard it costs only a dollar to get pinched for parking overtime. I have a dollar and lots of curiosity. An hour and a half later, the dollar clutched in my pocket, I saunter to the car and hope, for the first time in my life, that the mounted officer on the beat has spotted me. He has. Lighting a cigaret for nonchalance—I know it won't cost more than a dollar—I cheerfully give him details of name, residence, and license while he uses his stubby pencil in a notebook. But this is no ordinary notebook. It looks more like a checkbook with twin stubs instead of one for each check. The book, the stub, and the father and grandfather of all file cases which we later see at the traffic court, are the heart and soul, the pulse and essence, of the whole new system.
>
> Consider this magic notebook, containing twenty-five violation notifications, or "tickets." Each ticket is composed of three parts, each bearing the same serial number. The "check" portion, headed "Traffic Branch—Municipal Court of Chicago—Violation Notification," carries blanks for case number, date, place and time of violation, name, address, and license plate of violator. It informs: "You violated City of Chicago Ordinance No. —, or Park Ordinance, —, or Motor Vehicle Law, Sect. No. —." "You will report at the Traffic Branch of the Municipal Court, 118 North LaSalle Street, within thirty-six hours. Failure to report will result in warrant of arrest being issued." This is signed by the officer, with his district and number.

And now for the gist of the matter—the milk in the coconut of the "cafeteria" traffic court:

> On the bottom of the ticket is this—one of the essential features of the court:
>
> "I, the undersigned defendant, hereby waive the filing of a complaint and issuance of process, also waive a jury trial, admit the violation above described, and agree to pay the amount of such violation as shown on the reverse of this notice."
>
> Below the space for signature and address is another note, embodying a second feature of the plan.
>
> "The amount specified (in currency), together with this notice, properly signed, may be sent to the traffic branch by messenger. It is discretionary with you whether you settle the matter at the traffic branch or accept a summons for your appearance in court. In the latter case it will be necessary for you to appear at the traffic court within thirty-six hours after receiving violation notice."
>
> The court does business from nine to five. Some time before ten the next morning I wandered through an open door into a medium-sized room that lacks everything suggestive of a court save a uniformed policeman, who courteously indicated that I might take my place in a line of men and women paying their fines to two clerks at a counter. Behind the counter are a couple of stenographers and a huge horseshoe-shaped file case.
>
> At the rate of close to a fine a minute, the line ahead of me thinned out and I presented my slip. I signed the waiver and plea. The clerk called my name, spelling the first four letters. A quick-fingered file clerk reached a long arm to the "S" file, ran to "S-t-e," and called "Nothing—first offense." The clerk nodded, took my dollar, wrote a cash receipt, handed one part to me, another to a registry clerk behind him, and I had paid my fine and registered approval of the new system in precisely three minutes.

There is no argument, no fuss, says Mr. Stephens. If the

70 out of every 100 men at Yale shave with a—Gillette

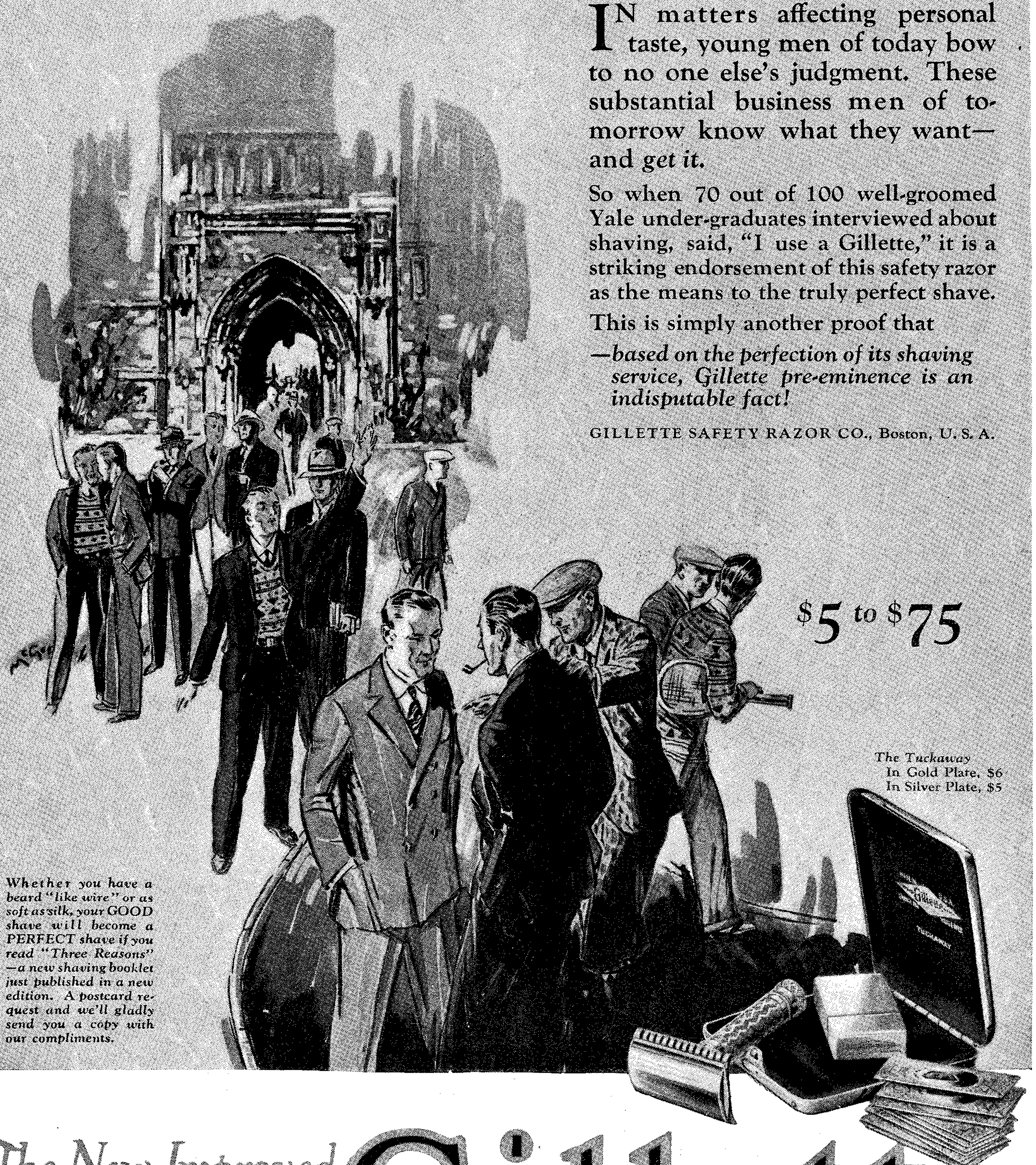
IN matters affecting personal taste, young men of today bow to no one else's judgment. These substantial business men of tomorrow know what they want—and *get it.*

So when 70 out of 100 well-groomed Yale under-graduates interviewed about shaving, said, "I use a Gillette," it is a striking endorsement of this safety razor as the means to the truly perfect shave.

This is simply another proof that

—based on the perfection of its shaving service, Gillette pre-eminence is an indisputable fact!

GILLETTE SAFETY RAZOR CO., Boston, U. S. A.



$5 to $75

The Tuckaway
In Gold Plate, $6
In Silver Plate, $5

Whether you have a beard "like wire" or as soft as silk, your GOOD shave will become a PERFECT shave if you read "Three Reasons"—a new shaving booklet just published in a new edition. A postcard request and we'll gladly send you a copy with our compliments.

The New Improved Gillette

SAFETY ~ TRADE ~ Gillette ~ MARK ~ RAZOR

THE QUALITY RAZOR OF THE WORLD

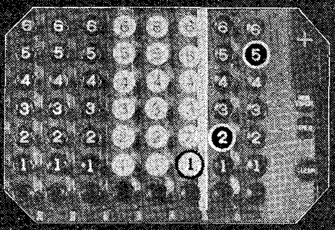
MONROE
TRADE MARK REGISTERED
HIGH SPEED
ADDING-CALCULATOR

How do you handle a *Multiplication?*

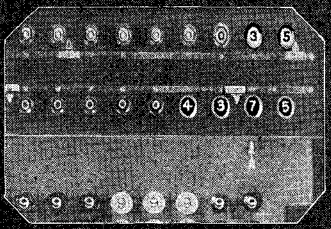
"The same as you do on a Monroe—the finest scratch pad ever given a clerk."

Example:
35 pcs. at $1.25 ea.

1. "Write" 1.25 on keyboard



2. "Write" 35 in Upper Dials



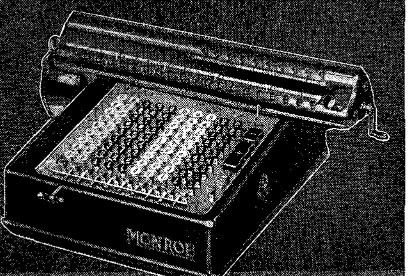
3. *Read* the Proven Answer in the Lower Dials

All figure-work known to business is handled just as easily and quickly as the above example, always with a Visible Proof of Accuracy.

We will let you prove that statement by a Free Trial on your own work without cost or obligation. Telephone the Monroe office near you or write:

Monroe Calculating Machine Company, Inc.
General Offices: Orange, N. J.

Monroe Machines and Service are available in All Principal Cities of the U. S., Canada, Great Britain, Europe and throughout the World.



YOU ARE INVITED TO VISIT THE MONROE EXHIBIT AT THE SESQUICENTENNIAL INTERNATIONAL EXPOSITION, PHILADELPHIA, JUNE 1 TO DECEMBER 1, 1926

MOTORING AND AVIATION
Continued

defendant actually believes himself not guilty, "he does not delay others waiting to pay fines by arguing with the clerk," for—

At the first argument the clerk waves him to another attaché, who offers the defendant court trial before a judge, when both the officer making the arrest and the defendant can present their cases as under the old system, or the defendant can claim trial by jury.

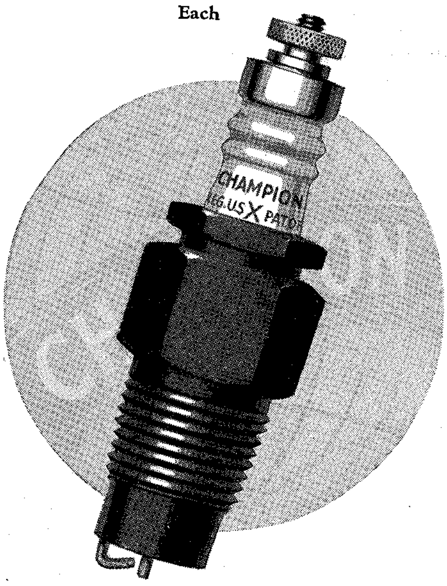
Court cases are handled by the judge in charge of the traffic branch in a court-room adjacent to the "cafeteria." In cases coming before him the flat-rate schedule of fees does not apply, the judge in each case fixing the fine and assessing costs. By waiving trial and paying over the counter the defendant saves court costs as well as time and trouble.

The huge file—some eight feet deep by six feet wide—is the heart of the entire system. It carries fifty thousand cards, arranged for quick reference to the fourth letter of the violator's name. It can be expanded almost *ad lib.* Eight racks are provided for the Smiths, four for the Browns and Johnsons. They are not full yet—but give them time, say the court clerks. The facility with which the file can be consulted and kept up to date is expected to prove the bane of the careless driver, the repeater who, in the opinion of police and traffic experts, constitutes the most dangerous element of the driving public. By taking drastic measures against these repeaters, such as heavy fines and jail sentences, Chicago's traffic authorities hope eventually to make a material improvement in the city's deplorable accident record.

There is little opportunity for violators to escape the consequences under this new system. The triplicate violation tickets are the first check. When an officer hands an erring driver a ticket, the second portion of the same ticket is immediately sent to the traffic branch. If the violator fails to appear in the required thirty-six hours, a warrant for his arrest is issued. When all the tickets in the officer's book of twenty-five are issued the stubs must be turned in and checked with the corresponding tickets. If any are missing, the officer must account for them.

The writer appends a schedule of penalties, beginning with "First Offense, $1; second, $3; third, $5." These are chiefly parking violations, obstructing street cars, and "failure to obey police." Next, with fines ranging from $2 to $10, comes a long list of more serious offenses, from "blocking traffic" to "using cut-outs"; and so on, up to speeding and freight carrier violations, with $10 for a first offense and "court" for a second or third. And "court" alone is competent to deal with the worst class of traffic crimes, such as driving when intoxicated, "motor-trucks geared for illegal speed" and "using vehicle without owner's consent." Only natural born litigants insist on thrashing it out before the Judge. Peaceable folk prefer not to bother the court, when they can settle their little imbroglio confidentially with the cash register.

CHAMPION X—exclusively for Fords—packed in the Red Box
60¢
Each



ECONOMY

Champion X contributes greatly to the economical maintenance of Ford cars because they cost less and render better service. Replaced once a year they keep the Ford engine at performance peak, and actually save in gas and oil used. Champion has been standard Ford equipment for 15 years.

All Champion Spark Plugs are of two-piece, gas-tight construction, with sillimanite insulators and special analysis electrodes.

CHAMPION
Dependable for Every Engine
Toledo, Ohio

MOTORING THROUGH THE HEART OF AFRICA

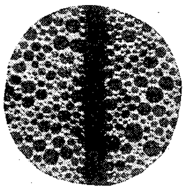
"LOUISE," said her husband, looking up from the map which he had been studying, "I think I shall be able to go from one end of Africa to the other by automobile. Do you want to go along with me?" As the Delingettes already knew Central Africa, having lived there many years in the jungle, Mrs. Delingette accepted her husband's invitation without misgivings, and thus was undertaken the audacious eighteen months' trip, from which they have just returned. She describes it as "a tour devoted to exploration and hunting, to delicious impressions and agonizing surprizes; a long series of marches along the entire length of the Dark Continent, from the Mediterranean to the Cape; an automobile jaunt of 23,000 kilometers—six times the distance from New York to San Francisco." As she tells us, "immense deserts spread themselves out in solitude under a fiery sun; endless steppes and prairies; lakes that are really seas; roaring rivers shooting into abysses; vast, somber forests, terrifying in their beauty." She speaks of "snow-covered mountains that rose up under the equator, purple at dawn, mauve in the heavy southern nights," and of "immense spreads of rocks, swept by tornadoes." Writing in the New York *Times*, she says:

> Africa, to those who come from the North, shows a hard face and unwillingly reveals her charm. First, one must pass through the greatest stretch of solitude in the world, the immense arid desert of the Sahara, an enemy to man, in the heart of which, however, the imagination of a romanticist has placed the mysterious palace of that most enigmatic princess, Antinoe, Queen of Atlantis.
>
> The resources of our automobile were too limited to permit us to attempt, alone, the thousands of kilometers—without water, barren of human life—that separate Algeria from the Niger. So we profited by a mission organized by Marshal Franchet d'Esperey, which was leaving in the same direction, and accompanied it as far as Niamey.
>
> It was from the southern post of Colomb-Bechar, one night in November, that our automobiles started out across the great, silent desert, whose fairylike setting in the moonlight was a bit disturbing.
>
> It took us ten days to cross the Sahara. The military post of Adrar, on the border of South Algeria, was the first stage. A little further on, at Taourirt, in a small lost oasis, lived an Arab saint, a "marabout." There he was, in the midst of his disciples and away from all women. His reputation for wisdom extended for leagues around. A tiny place, isolated in the sand, Taourirt is filled with the calm and peace of those who have renounced human vanity.

The marabout gave the travelers a joyous reception, welcoming them to a feast prepared in their honor. A serious proposition they found it, and Mrs. Delingette tells us:

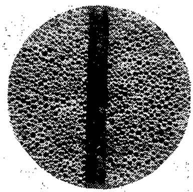
> A covering was spread over the sand in the shadow of some palm trees. The menu began with camel's milk, which is not what

See what happens when you soften the beard at the base



ORDINARY LATHER
Photomicrograph of lather of an ordinary shaving cream surrounding single hair. Large dark spots are air—white areas are water. Note how the large bubbles hold air instead of water against the beard.

HERE is a shaving cream in concentrated form—super water-absorbent—that softens the beard at the base, where the razor does its work—that penetrates right to the bottom of every hair and soaks it soft with water.



COLGATE LATHER
Photomicrograph prepared under identical conditions shows fine, closely knit texture of Colgate's Rapid-Shave Cream lather. Note how the small bubbles hold water instead of air close against the beard.

SOME lathers merely cover the horny surface of your beard. Others go partly through. But here is a lather that actually penetrates deep down to the base of every hair—and soaks it soft with water.

Colgate's softens the beard in the only scientific way—by saturating it with moisture right where the cutting is done. And remember water, not shaving cream, is the real softener of your beard.

It is really shaving cream in concentrated form—different in action and result from anything you have ever known before.

In this lather the bubbles are smaller, as the microscope shows; they hold more water and much less air; they give more points of moisture contact with the beard.

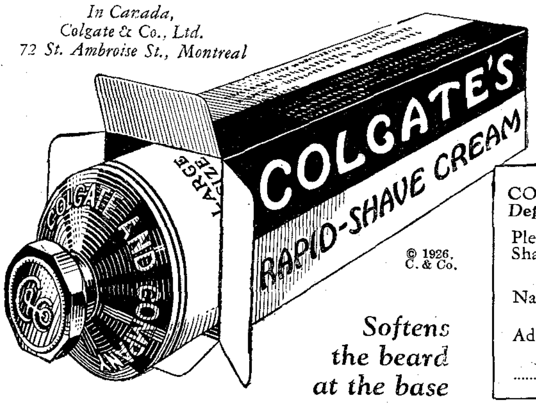
So that this moisture may soak right into the beard, Colgate's first emulsifies and removes the oil film that covers every hair. Then quickly thousands of clinging, moisture-laden bubbles penetrate deep down to the base of the beard—bring and hold an abundant supply of water in direct contact with the bottom of every hair. Thus the entire beard becomes wringing wet—moist and pliable—softened at the base, where the razor does its work. In this way the beard becomes properly softened right where the cutting takes place. "Razor-pull" is entirely banished.

In addition, Colgate lather lubricates the path of the razor—makes it glide across your face without catching or dragging. And it leaves your skin clean, cool and comfortable throughout the day.

A new shaving experience awaits you

If you want a quick, smooth shave every morning, clip the coupon below and let us mail you a generous trial-size tube of Colgate's. Then compare it with any other shaving cream you may have used—note the remarkable difference. Find out what this new shaving method offers. See coupon below.

In Canada,
Colgate & Co., Ltd.
72 St. Ambroise St., Montreal



© 1926 C. & Co.

Softens the beard at the base

Colgate & Co
Est. 1806
NEW YORK

COLGATE & CO.
Dept. 142-E, 581 Fifth Ave., New York
Please send me the trial tube of Colgate's Rapid-Shave Cream for better shaving. I enclose 4c.

Name..
Address..
....

feed your food
freshened air
CLEAN AIR
DRY AIR
CHILLED AIR

AUTOMATIC REFRIGERATORS

Your Salads—
CRISPLY DELICIOUS

CRISP, INVITING SALADS on sultry summer nights are so easy to serve when you have an Automatic! Drafts of clean, chilled air pass through the chambers constantly. Keep your most perishable foods dainty and fresh in this sweet, icy atmosphere. Keep them attractive, delicious, in full delicacy of flavor.

The Automatic is as convenient, as cleanly, as though you had planned it. There will be room for everything without any crowding. Oversize food chambers all in glistening white, with carefully rounded corners. No seams or crevices. Roomy, non-rustable shelves, easily removable. Close-fitting doors.

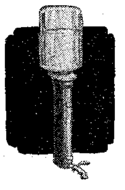
The ice-wagon will stop less often in front of your house when you are using the Automatic. 8 distinct walls of insulation make your ice last longer! Golden ash or pure white finish. Outside icing if desired. Automatics are also made with Super Steel or De Luxe porcelain casings, and either white enamel or one-piece porcelain linings. All models adaptable for electric refrigeration. Write for your dealer's name.

THE WATER COOLER
—a wonderful convenience

Your ice does double duty—protects your foods—furnishes your table with pure, chilled drinking water. You'll have a constant supply, healthful and refreshing, always ready, always within reach.

Just send us your address. We want you to have our new folder describing the latest Automatic Refrigerators.

ILLINOIS REFRIGERATOR COMPANY
Dept. 13J, Morrison, Ill.



Pure, chilled Drinking Water —always ready

Convenient and Sanitary. Ice does double duty

ALSO CHILL YOUR DRINKING WATER

AUTOMATIC DOUBLE DUTY saves food chills water MORRISON ILLINOIS

Look for this Trade-Mark when buying your Refrigerators

MOTORING AND AVIATION
Continued

you could call delicate. Then came hard-boiled eggs, peeled by the marabout's own hands—certainly very saintly hands, but only occasionally purified by ritual ablutions; for water is rare in the desert.

I could escape neither those eggs (more black than white) nor a thick bread made from a mixture of mashed dates. Every feast ends with mint tea, prepared from a sacred recipe. Into gold goblets half filled with a sweetened roll is poured an infusion that soon becomes as thick as honey. Our venerable marabout, wishing sincerely to do all things well, tasted the mixture in my cup several times, pouring back into the teapot after each trial all he had not drunk.

After such trials our generous Arab was ready to retire to his hut, leaving us to our reflections. A hole quickly hollowed in the sand at the foot of a palm-tree, a thick covering, and we could enjoy a night of rest in the great silence of the Sahara.

I have since learned that I offended the marabout by my masculine costume. Next time I shall not forget to take an evening dress with me.

Two days later we arrived at Ouallen—four walls abandoned by human beings and a well of brackish water, which enabled me to have a bath.

News travels fast, even in the desert, and, on hearing of the strangers' arrival, Tuareg chiefs came from a great distance to honor them. This time the native cuisine was less of an affliction, tho Mrs. Delingette found eating roast mutton without knife or fork a little difficult, and seems to have been glad to start off again across the Sahara. New discomforts awaited her there, however, and the story runs on:

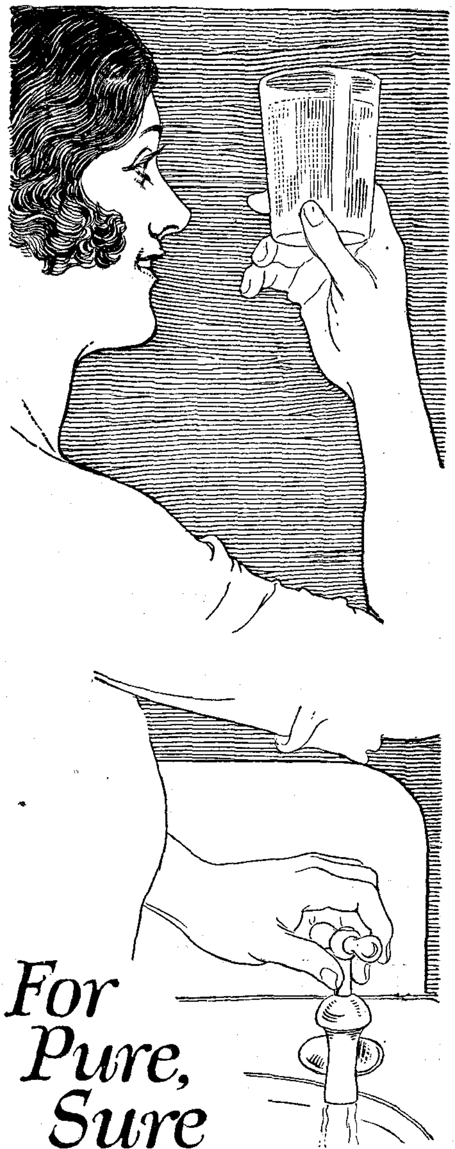
Between Ouallen and Tessalit stretches the Tanezrouft, a country of thirst—600 kilometers without water. Implacable desert, strewn with skeletons of those who lost their way. This is the country of mirages and cruel illusions.

Leaving Tessalit behind us, we abandoned the Tuareg country to enter the Black Lands. It was in the middle of the night that we reached Bourem, on the banks of the Niger, which shone like a string of strange jewels in the moonlight.

Inhabitants, vegetation, water, animals everything told us that the bad dream of the desert was over and that we had returned to life—to the warm, pulsating life of the tropics. Not far from there Gao, Ansongo, Niamey sparkle along the river, with the charm of their deep gardens and their curious houses buried in impenetrable shade.

The Berber and Tuareg women—reserved, almost cloistered, according to the law of Islam—are succeeded by the laughing Sudanese, exuberant, sociable, and scantily clad. The calm, thin, reserved men of solitude give place to great black athletes, devoted, childlike, and faithful.

The Delingettes had now reached the very heart of the Dark Continent, and chose as their next objective Lake Tchad. Bidding adieu to Marshal d'Esperey and his comrades, they picked up a smiling



For Pure, Sure Water Supply —BRASS PIPE

BRASS does not rust.

Absence of rust means lasting service and freedom from pipe troubles.

To obtain a pure water supply and a *sure* supply, install BRASS pipe. It costs little more than the best grade of corrodible pipe.

COPPER & BRASS
RESEARCH ASSOCIATION
25 Broadway, New York

Write for a useful book about plumbing. There's no charge.

negro whom they had employed as a servant years before, and started off. Reading on—

> We had nearly reached Lake Tchad when a flooded zone, covering many kilometers and due to a season of heavy rainfall, effectively barred our route. We were obliged to make a detour in order to get through on the north. This brought us out at Mao.
>
> All through Kanem provisions were difficult to obtain. This caused many forced stops at obscure little posts, where we were obliged to await the tanks of gasoline carried by camel express.
>
> Wild beasts are very numerous in this region, and during the night watches our rockets often revealed lion cubs. Less timid than their parents, they would come bouncing toward us, attracted by the light.
>
> On January 1 we reached N'Guigmi, on the banks of Lake Tchad. No visiting cards, no bonbons, no bouquets. Thick jungle, moist heat, marsh water, and dried reeds. In narrow canoes hollowed from the trunks of trees glide fishermen, as naked as the fish they catch. This day of rest was welcome, for the journey was becoming day by day more difficult on account of spiny trees, which filled the car with microscopic thistles called "cram-cram." These produce almost intolerable itching.
>
> Our menus in this region consisted principally of chickens the size of pigeons—unfortunate African chickens that never have anything to eat and make a small portion indeed for a traveler with a healthy appetite. Our bread was no longer very good. Nevertheless it was our greatest delicacy. For drink we had water filtered through wadding and hastily sterilized with alum.

Thus far, the journey had been a struggle, with little to tell of enthusiastically, but when Bangui was reached, its delights more than offset its hardships—at least, for a time. Says Mrs. Delingette:

> Here begins the equatorial forest in all its beauty. Between the heavy tropical growth and the serried tree-trunks, a path made by the feet of porters was scarcely wide enough to permit the passage of our car. Occasional missionaries, officers, and salesmen welcomed us at huts along the route. The natives were greatly puzzled by our headlights.
>
> At Stanleyville, on the banks of the Kongo, a triumphal arch and native musicians awaited us. They transposed into their primitive rhythms the national hymns of France and Belgium.

However, new troubles began when, after crossing Uganda, the travelers approached Lake Albert and British West Africa:

> A massive mountain, the Ruwenzori, more than 5,000 meters high and covered with eternal snow, stood between us and our objective. We had to hew a passage with an ax in order—after days of terrible exertion—to descend on the other side. The paths were so narrow and the descents so steep that our brakes would not hold and we had to harness a hundred blacks to cables made of woven boughs to keep the car from tipping over into the ravines or running backward down-hill in the course of its slow and painful progress.
>
> The plain extending between Fort Portal and Nairobi is filled with herds of

Good Buildings Deserve Good Hardware
CORBIN
WALTER COLE

That Sunshine and Air may come in ➶ ➶ ➶ ➶ That Storm and Stealth may be kept out ➶ ➶ ➶ ➶ There is Good Hardware here

In other words, hardware which *works*—not occasionally, but always. Simply made—therefore *easy* to operate. Well made—therefore *always* operates. Corbin Hardware—therefore Good Hardware. It matters not what you build—if it is a Good Building it deserves Good Hardware on every window and door.

Corbin Hardware is Good Hardware

P. & F. CORBIN SINCE 1849 NEW BRITAIN CONNECTICUT
The American Hardware Corporation, Successor
New York Chicago Philadelphia

Come to MINNESOTA

The Land of Ten Thousand Lakes

Come and bring the family. Cool days and cooler nights, buoyant waters and invigorating breezes assure you a healthy and joyous holiday.

Motor up and enjoy the thousands of miles of perfect highways. State and city camp-sites abound while you are never more than a short run from a comfortable resort hotel.

Come to Minnesota. Her many-sided appeal offers you the vacation you want at the price you want to pay. Write today for beautiful vacation booklet and up-to-date road map.

Ten Thousand Lakes of Minnesota Association

647 Merchants Bank Bldg.
St. Paul, Minnesota
Minneapolis . . . . . . Duluth

I am interested in:
[ ] *Resort Hotels* [ ] *Motoring*
[ ] *Furnished Cottage* [ ] *Golf*
[ ] *Fishing* [ ] *Canoeing*

Name __________
Address __________
City __________ *State* __________

MOTORING AND AVIATION
Continued

zebras and flocks of ostriches. Farmers come here to establish ostrich farms or to grow coffee and cotton. This activity changes the character of the country. The railroad reappears: centers inhabited by Europeans become more numerous; there are even hotels where tuxedos and Paris gowns are seen in the evenings.

The region about Nairobi constitutes the most magnificent zoological gardens in the world. Rhinoceros, buffalo, elephants, giraffes, and vultures dwell here in great numbers. Here come the big game hunters of the world.

Torrential rains held us back. The tiniest streams were swollen, and portage over hanging bridges was a problem. Many times it was necessary to construct rafts out of canoes. These crossings were even more hazardous, because the rivers swarmed with crocodiles and hippopotami.

Sometimes there was no fuel for the motor; often no food for us. I remember one rainy night. Our black cook shivered with fever as he tried to make cakes of flour and water without eggs. Two natives frantically acted as bellows for a fire of wet twigs that have more smoke than flame.

We did not reach Rhodesia and our fiftieth river since leaving Lake Tchad until May. But we were able to cross by ford, which quieted our well-founded apprehensions—mine particularly, since it was my duty to follow the car, camera in hand, prepared to take a snapshot of the floundering automobile in the middle of the river.

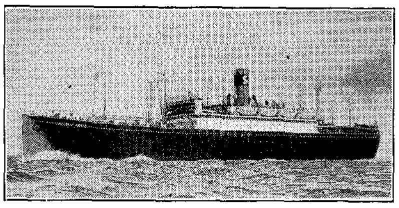
But this time I did not have the courage to watch the passage. The raft was too fragile, and the chances of being upset too great. I took refuge instead in a straw hut, deciding not to go outside until I had counted to 1,000, and putting my hands over my ears so as not to hear in case of an accident. After counting to 800 I gave up and left the hut. The car was half-way across, gliding on its submerged pontoons with agonizing slowness. I returned to the cabin, determined to count another 500. When I looked out again the crossing was not yet accomplished. It required an hour, so strong was the current. What a relief to see my husband, the mechanic, and the boy leap upon the bank and tie their raft!

A hundred motorists came out to meet the Delingettes as they approached Elizabethville in Belgian territory, and gave them an enthusiastic reception. By the first of June, they reached Livingstone, on the banks of the Zambezi near Victoria Falls, which they found "even more impressive than those of Niagara." From there on—

Large towns became more and more numerous, but the roads remained bad, and it took us thirteen days to reach Bulawayo, where, in the great calm of the Matopo Hills, rests Cecil Rhodes, the famous English colonizer. The worst obstacles were now passed, and the deserts of Bechuana, after those of Sahara and Kanem, could hold for us no terror.

Johannesburg, the gold city, received us with all its smiling liveliness, reminiscent of the activity of the pioneers who made available the vast riches of the Transvaal. The same fever of activity reigns there

"The Sunshine Belt to the Orient"



$11.37 per day Round the World

on a President Liner like this

Go Round the World. Visit 22 ports in 14 countries. Stopover where you like for two weeks or longer. Enjoy 110 days of delightful adventure.

And go for $11.37 per day—no more than it costs at a good hotel in this country without the travel.

Magnificent President Liners, commodious accommodations—all first class—all staterooms are outside—a world-famous cuisine. A sailing every Saturday from San Francisco (every two weeks from Boston and New York).

Information from any ticket or tourist agent or

604 Fifth Avenue, New York City
Robert Dollar Building, San Francisco

DOLLAR STEAMSHIP LINE

Clark's Second Cruise to Norway

and Western Mediterranean, June 30

53 Days, $550 to $1250

Cunard new ss "Lancastria"

Spain, Tangier, Algiers, Italy, Riviera, Norway Fjords, Scotland, Berlin (Paris, London). New **South America-Mediterranean** cruise, Feb. 5; 86 days, **$800** to **$2300**; 23rd **Mediterranean** cruise, Jan. 29, 62 days, **$600** to **$1700**; 7th **Round World** cruise, Jan. 19, 121 days, **$1250** to **$2900.**

FRANK C. CLARK, Times Building, New York

Another Great Reason for Coming to Atlanta

Atlanta Biltmore
ATLANTA, GEORGIA
Where Southern Hospitality Flowers

Visit Atlanta, 1050 feet above sea level, in the heart of the South. A climate that is winning universal recognition as one of the most pleasant on the continent. Another great reason is the Atlanta Biltmore, one of the famous Bowman group and the South's supreme hotel.

Golf privileges for guests

RATES: Single, $3.50, $4, $5
Double, $6, $7, $8

Write for descriptive literature.
401 W. Peachtree St., Atlanta, Ga.

to-day. After the city of gold we visited Kimberley, the city of diamonds.

One more short journey and we arrived, on July 4, at Capetown, our cherished goal, where we were able to forget for the moment all the discomforts and risks of the preceding eight months.

If I were to make a wish it would be this: That some fine summer evening my husband, leaning over a map, may again lift his head and say to me: "My dear, I am going to roam the world. Would you like to go along?"

THE NORTH POLE MARATHON

WITH four expeditions on their way to the Pole or its vicinity, all by aircraft of one kind or another, the news of Captain Byrd's early feat in flying over the Pole itself, as set forth in the earlier pages of this week's DIGEST, takes on the color of a fine victory in the first lap of a grandiose sporting event. It is remarked by one writer that the public mind is filled with errors about the arctic, its climatic conditions and the things in store for the aerial explorers; and "when these four expeditions return in the fall, whether successful in their objectives or not, they will at least contribute to our knowledge of actual conditions above 73 degrees north." Writing in *The Aero Digest*, Capt. F. E. Kleinschmidt, "arctic explorer, naturalist and aviator," remarks that Wilkins will fly from Point Barrow into an unexplored region near the Pole, where we assume, from tidal observations, that there is land, and—

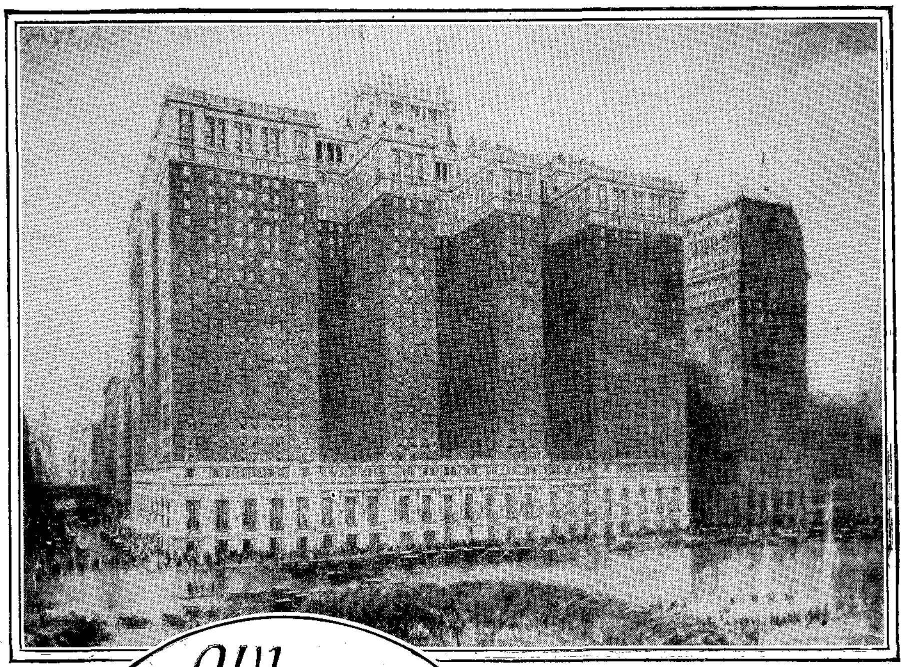
If he discovers this land, he will find daisies and forget-me-nots blooming, and he will gather eggs and fry a goose or duck, if he lands.

These will not be possibilities but actual facts. No matter how far north you may go (and explorers have been within a few hundred miles of this unexplored region) flowers and birds will be found in the summer time. Mr. Wilkins may not find humming-birds breeding on the newly discovered land, yet I have found the rufous and ruby-throated humming-bird in Alaska. When we bought Alaska, it was termed Seward's Icebox. Imagine how some Congressmen would have ridiculed the idea of humming-birds in Alaska!

People who read of arctic explorers replenishing their food supplies with musk ox, caribou, hare and ptarmigan, even in the winter time, seldom think that these animals do not exist on snow; and fewer still have read statistics of extreme cold, and found that no arctic explorer has encountered lower temperatures than we have on record in North Dakota and parts of populated Canada. It is not nearly as cold as Macready encountered on his recent altitude flights.

Therefore we can readily see that the imagined cold is only a bugaboo to the uninitiated mind. In fact it is a much easier matter to protect yourself from cold than from heat. An African explorer has to suffer far more from heat, fever and poisonous insects than any arctic explorer ever will have to suffer from cold.

So much for the climate. Now what are the real difficulties and obstacles confronting the arctic explorer, the reasons for success, partial success or failure which have



Where SERVICE *Counts*

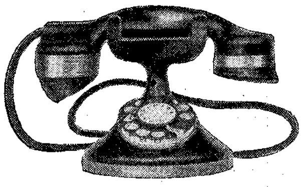
THE Stevens Hotel, with 3000 rooms, now under construction in Chicago, will occupy an entire block, and house a population equal to many county seat towns.

To operate successfully such a vast enterprise demands *instant and accurate* communication between the management and all departments at all times. Knowing P-A-X through years of use in Hotel La Salle, Chicago, Mr. Stevens and his architects and engineers did not hesitate to specify P-A-X. The equipment is now being made, and when the world's largest hotel is opened, every executive and every department will have available facilities for instant communication with each other, day or night. The P-A-X equipment will need no operator.

Not only in the large hotels, but in practically all commercial, industrial and financial lines, P-A-X is an invaluable assistant in the conduct of business.

~Count on P-A-X

PRIVATE AUTOMATIC EXCHANGE



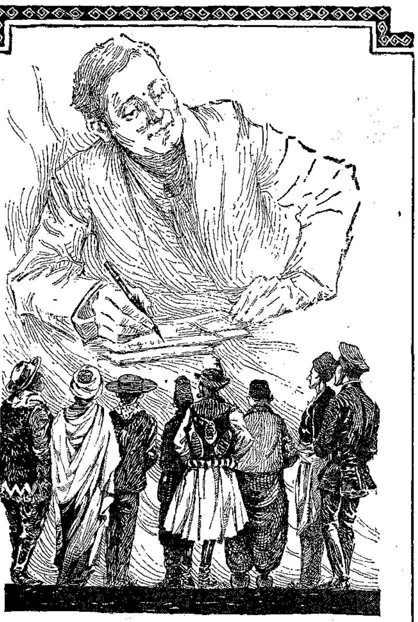
The P-A-X Monophone fills a rapidly growing need for an instrument with all of the compactness and efficiency of the conventional telephone, but with the additional advantage of having the transmitter and receiver in a single, easily-handled unit. This is the Monophone Desk Set No. 1; available for use with all types of P-A-X.

STROWGER AUTOMATIC

The P-A-X is, fundamentally, a private automatic telephone exchange built of the same Strowger type of automatic telephone equipment being so widely adopted for city service. The P-A-X may be furnished to include and co-ordinate such services as code call, conference, executive's priority, emergency alarm, etc., to meet individual needs.

Automatic Electric Inc.

Engineers, Designers and Manufacturers of the Automatic Telephone In Use the World Over.
Home Office and Factory, CHICAGO, ILL. Branch Offices in all principal cities.



If there were a Superman

If you were going to travel abroad—and there *were* a superman whose signature on pieces of ***sky-blue*** paper would actually save you from most of the troubles and annoyances of travel—would you be sure to get those particular pieces of ***sky-blue*** paper before you traveled anywhere? Would you?

And if, in addition to this assured personal service, these ***sky-blue*** slips were spendable like currency anywhere—and insured you, in case your travel funds were lost or stolen—you would be certain to take them with you. Wouldn't you?

American Express Travelers Cheques

are just such pieces of ***sky-blue*** paper with a ***super-***man service. For 35 years the knowledge of this service, and the safety of these Cheques, has been growing around the world with the growing international influence of the American Express Company. With thousands of correspondents and many separate offices in the principal seaports and inland cities of the world the American Express Company has gained high reputation for ***service.*** Its Travelers Cheques have come to be universally recognized, and universally used.

Your personal signature, twice, upon these Cheques, once when you purchase them, again when you spend them, makes sure the safety of the money you invest in them.

American Express Travelers Cheques are issued in denominations of $10, $20, $50, $100. They cost only 75c for $100 worth.

FOR SALE AT 22,000 BANKS AND EXPRESS OFFICES

American Express Travelers Cheques

Secure your steamship tickets, hotel reservations and itineraries; or plan your cruise or tour through the American Express Travel Department.

> characterized past expeditions and are in store for those of this summer?
>
> First of all, success or failure lies in the financing of the expedition; second, in the experience, knowledge and training of the personnel.
>
> Peary had all these qualifications when he discovered the North Pole in 1909, and it is safe to say he could have discovered the Pole twenty years earlier had he had the personnel, the ships, 139 dogs and the equipment. Amundsen reached the South Pole for these reasons and Scott perished for the opposite reason. Wilkins now is doing at Point Barrow what Amundsen tried to do four years ago. Amundsen failed because he could not raise the funds necessary to insure success. Wilkins has the necessary financial backing and with it the chances are that he will succeed.
>
> Amundsen failed last year because his finances did not allow him to obtain a multiple-engined airplane with a cruising radius to cover the distance from Spitzbergen to the Pole and back to his base. He is on his way now with a small semi-rigid dirigible, the *Norge*, with a cruising radius not only sufficient to cover the planned route but with a safe margin of 1,200 miles, allowing for adverse winds. It is the best he could afford altho he would have preferred the *R-36* or the *Los Angeles* to make the trip in comfort, safety, and with absolute assurance of success.

Failure, insists Captain Kleinschmidt, is entirely a matter of meager financing. As he sketches the explorer's predicament:

> From his past experience he knows exactly what he needs to make the expedition a success, and after he has completed all his plans, he tries to raise the money. He requires, we will say, one hundred and fifty thousand dollars. After heartbreaking months, he finally succeeds in raising only half that amount. He is unwilling to give up the desire of his heart and years of work. He feels he must go through with it and must make an attempt to reach his goal even though his means are inadequate.
>
> In my opinion, the expedition headed by Commander Byrd is an example of a case of this kind. I went to see him off and wished him good luck for, through my years of experience in the Arctic, I know the hardships in store for him.
>
> The major flights of his expedition are to be carried on with one large three-engined Fokker. Amundsen had two large airplanes, last year, with a cruising radius to allow him to gamble on making the distance. He failed to reach the Pole but succeeded in getting back safely with one of the planes. Byrd is staking his all on this one large plane. Altho he is taking a smaller plane, a Curtiss Oriole, it is to be used only for short hops. He has not the cruising radius to make the flight direct so has to fly first to the north of Greenland, there make a cache of fuel and then attempt the flight to the Pole.
>
> Imagine him leaving Spitzbergen, arriving at Peary Land, and then looking from the cockpit of his airplane for a landing field. His whole enterprise may depend on his first successful landing and then on three consecutive flights without a mishap over the Polar Sea, four hundred to eight hundred miles from any source of help. A

Going
Camping?

Special combination go-light 4-piece outfit for motor campers, canoe campers and hikers.

Go-Lite Mattress, just perfected, 26½ in. wide, four feet long and weighs less than an inner tube. Will last for years. Sold only with this combination.

Ground Cloth 54-70 in., fitted with brass grommets, rubber one side, khaki other side.

Sleepezy Pillow, scientifically designed for perfect rest. Inflates to 10x16 in.

Warming Bag for chilly nights in camp or home. Can't leak—no binding, no patches. Two quart capacity.

4 Pieces **$19.50** Complete

All four pieces listed above $19.50—less than you would expect to pay for an air mattress alone. Ground cloth, used as shelter, mattress and pillow shown in sketch.

If your store does not sell Airubber order direct enclosing check or money order and mention dealer's name. If not *very much pleased*, return immediately and money refunded. Write for *free catalog* of many Airubber conveniences.

Jobbers and Dealers Please Write for Particulars

Airubber CORPORATION
TRADE MARK REG. U.S. PAT. OFF.
466 W. Superior St., Chicago, Ill.
55 N. Moore St., New York
70 King St. West, Toronto, Canada

TYPEWRITERS —ALL MAKES— BIG OR PORTABLE
$18 UP $2.00 PER MONTH UP-Catalogue FREE
PITTSBURGH TYPEWRITER & SUPPLY CO.
Suite-943- Hersch Bldg., PITTSBURGH, PA.

Old Quebec

"Niagara to the Sea"

A journey down the picturesque St. Lawrence to old Quebec is like a trip to yesterday. You can begin your journey at Niagara Falls, Toronto, Rochester, Alexandria Bay, Clayton, Montreal, and return the same way. From Quebec you can continue on to the glorious Saguenay.

Rates and Information from Canada Steamship Lines Offices: New York, 110 W. 42nd St.; Boston, 216 Old South Bldg.; Philadelphia, 1343 Walnut St.; Chicago, 112 W. Adams St.; Detroit, 312 Dime Bank Bldg.; Cleveland, 945 Union Trust Bldg.; or JOHN F. PIERCE, Pass. Traffic Mgr., 115 C. S. L. Bldg., Montreal, Canada.

CANADA STEAMSHIP LINES

trip from Perry Land to Etah without dogs, pulling your own sled, is enough to balk the most experienced explorer.

There are numerous weak points in the Amundsen expedition which his experience and knowledge will have to counteract. Compared to a Zeppelin type his ship is small and semi-rigid, and, therefore, the frame is frail. The nose is not strong enough to anchor on a mooring mast, consequently, at Pulham and Leningrad, he had to seek refuge in hangars and build a shed at Kings Bay. With a speed of fifty miles an hour, he has not the advantage of the airplane and must depend upon favorable weather, otherwise he will be blown out of his course. His great advantage, however, is that he will not have to make a forced landing in case of engine trouble or lack of fuel, but can remain in the air over the rough Polar Sea.

Another expedition which has a fair chance to be successful is the one headed by Wilkins, trying to fly from Point Barrow to the Pole, find land and, perhaps, attempt a trip across the Pole to Spitzbergen.

He shipped everything by rail to Fairbanks, Alaska, there assembled his personnel from experienced Alaskan flyers to dog mushers and dogs, and is now trying to establish a depot at Barrow for his coming flights. Wilkins, not having had any experience with conditions in interior Alaska, took with him two motor-sledges to transport his supplies from Fairbanks to Barrow, not by the roundabout mail trail down the Yukon by way of Norton Sound, Kotzebue and the coast, but by straight line over the Endicott range to Barrow. His motor-sledges would have been a success on the Arctic coast with which he was familiar but not in the interior of the Yukon and Koyukuk countries.

The motor-sledges need snow packed hard by the winds on the arctic plains. The snow in the interior and timbered countries lies where it falls, soft as feathers and six feet deep. It is necessary to wear six-foot snowshoes at Fairbanks while only twenty-eight-inch snowshoes are worn by the Eskimos on the coast. Hence his tractors proved useless, as every experienced Northern explorer warned Wilkins when he arrived with them at Fairbanks. He had to abandon the tractors and use the old method of dog-teams. To make a 500-mile trip without trail over unknown country and mountain ranges with only your camping outfit and food is a difficult undertaking, but to increase the load by freighting gasoline and fuel is arduous and tedious.

Wilkins is now using his single-engined plane to do what the dog-teams and tractors were intended to do, and has already made two trips to Barrow and landed three thousand pounds each trip in about 5 hours—what men and dogs could not do in two months.

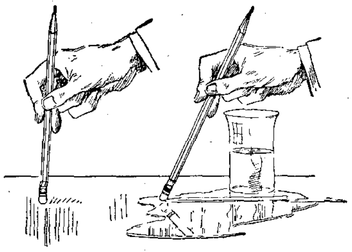
He has two Fokkers, one with three Wright whirlwind engines, and the other with a single Liberty engine so that one plane will be able to assist the other in case of accident.

Another article in *The Aero Digest* concerns the enterprise of Lieut.-Commander Richard E. Byrd and the volunteers accompanying him northward:

Brave men, these! Facing unknown perils to further the cause of science. Daring the uncertainties of arctic flying to prove the value of aeronautics in another field—as a means of unlocking the untold

There can be no Compromise with Safety

Wet rubber slips—
chains do not!



Four-wheel brakes—fine. Balloon tires—fine. Careful driving—fine. *But wet rubber on a wet road means uncertainty and insecurity. It is never safe. Never sure.* Wet rubber causes forward skidding or slipping and defeats the best intentions of four-wheel brakes and balloon tires.

Take an eraser—

Take a pencil with a rubber eraser. Bear down hard and try to move it over a flat glass surface as shown in the illustration. Note how it holds . . . how it adheres.

Now moisten the eraser. Again exert the same pressure and note how the rubber slips and slides. It has no adhesion, no grip . . . the wet rubber slips just as if the water were lubricating grease.

WEED Chains are necessary to give you the traction you *lose* when tires and roads are slippery. They keep control of the car in your own hands. Help you start promptly and stop safely. Relieve the nerve strain of driving in bad weather.

Remember: "Gripping hands on the steering wheel can never replace gripping chains on the road."

You can identify genuine WEED Chains by their red connecting hooks, galvanized side chains and brass plated cross chains with the name WEED stamped on every hook.

ACCO
A PRODUCT OF THE AMERICAN CHAIN COMPANY, Inc. in business for *your* safety

AMERICAN CHAIN COMPANY, Inc.
BRIDGEPORT, CONNECTICUT
In Canada: Dominion Chain Company, *Limited*, Niagara Falls, Ontario
District Sales Offices: Boston, Chicago, New York, Philadelphia, Pittsburgh, San Francisco
World's Largest Manufacturers of Welded and Weldless Chains for All Purposes

WEED CHAINS
Have given 23 years of Safety Service

Public Demands one minute Buying
Index Finger Buying means One Minute Selling

Welch-Wilmarth *Provides*
"One Minute Selling"

"One minute buying," says Mr. Colby M. Chester, Jr., President of the Postum Cereal Company, in an interview with Collier's, "is the public's outstanding demand.

"This requires one-minute selling—the keynote of modern business."

"One-minute selling"—is the guiding principle in all Welch-Wilmarth store planning—to *display what you have to sell, to enable the customer to see what he wants to buy, to help the clerk to quickly make a sale.* Result—more profit.

Let us make an individual survey of your store without obligation. Our recommendations have been responsible for thousands of successful stores.

Welch-Wilmarth Corporation
GRAND RAPIDS MICHIGAN
Representatives in principal cities
LONDON REPRESENTATIVES: COURTNEY POPE & CO., LTD., TOTTENHAM, LONDON, N. 15, ENGLAND

The Literary Digest School and College Directory

Schools for Girls and Colleges for Women

Abbott Academy	Andover, Mass.
Frances Shimer School	Box 648, Mt. Carroll, Ill.
Glendale Jr. College and Preparatory School	Box 1, Glendale, Ohio
Lasell Seminary	103 Woodland Road, Auburndale, Mass.
Lindenwood College	Box 726, St. Charles, Mo.
Mary Baldwin College and Seminary	Staunton, Va.
Miss Beard's School for Girls, address	"Principal," Orange, N. J.
Monticello Seminary	Godfrey, Ill.
National Park Seminary	Box 157, Forest Glen, Md.
Rogers Hall	Lowell, Mass.
St. Margaret's School	Waterbury, Conn.
The Birmingham School	Box 109, Birmingham, Pa.
Walnut Hill School	Natick, Mass.

Summer Schools

Culver Summer Schools	Culver, Ind.

Special

Devereux Schools	Box L, Berwyn, Pa.
Martin Institute for Speech Defects	405 De Witt Park, Ithaca, N. Y.
Miss Compton's School	3825 Flad Ave., St. Louis, Mo.
School for Stammerers	Citizens National Bank Building, Tyler, Texas
Stewart Home Training School	Box C, Frankfort, Ky.

Technical

Bliss Electrical School	465 Takoma Ave., Washington, D. C.
Colorado School of Mines	Box T, Golden, Colorado
New Mexico School of Mines	Box P-4, Socorro, New Mexico

Boys' Preparatory

California Preparatory School	Box D, Pasadena, Calif.
Moses Brown School	Providence, R. I.
Peddie Institute	Box 5-P, Hightstown, N. J.
The Hun School of Princeton	106 Stockton St., Princeton, N. J.

Military Schools and Colleges

Kemper Military School	706 Third St., Boonville, Mo.
Miami Military Institute	Box 269, Germantown, Ohio
San Diego Army and Navy Academy	Box L, Pacific Beach Sta., San Diego, Calif.
Staunton Military Academy	Box D, Staunton, Va.
Wentworth Military Academy	Box L, Lexington, Mo.

Vocational and Professional

Anne Tillery Renshaw School of Speech	1739 Conn. Ave., Washington, D. C.
Cincinnati Conservatory of Music	Highland & Burnet Ave., & Oak St., Cincinnati, Ohio
Ithaca Conservatory of Music	5 De Witt Park, Ithaca, N. Y.
Posse-Nissen School	779 Beacon St., Boston, Mass.
Rider College of Business Administration	Box L, Trenton, N. J.
The Sargent School	Cambridge, Mass.

secrets of the frozen North. Flying confidently under their symbol of success, no ship ever carried a more enthusiastic company than the *Chantier*. The spirit of adventure and patriotism filled leader as well as mess-boy.

With Commander Byrd, who is a profound student and inventor of many air navigation instruments, are the following experts: Floyd Bennett, pilot-mechanic; Lieut. G. O. Noville, of the Vacuum Oil Company, flight and fuel engineer; reserve pilot, R. C. Ortel; mechanic, L. M. Peterson and T. H. Kincaid, engine expert from the Wright Aeronautical Corporation.

The *Chantier* is bound first for Tromsö, Norway, which was Andrée's base in his attempt to reach the Pole by balloon in 1897. There an ice pilot will join them to take the ship through the icebergs to King's Bay, Spitzbergen. The first flight, to carry food and supplies, will start from Spitzbergen to Peary Land, 400 miles distant, the northernmost known land in the world. They will then fly back to Spitzbergen and take another load to the Peary Land base, after which the attempt will be made to fly the 450 miles to the North Pole.

Their objective is not primarily to reach the Pole but to make a survey of the unexplored area surrounding it. The flying equipment of this expedition consists of the Fokker type F-VIII, equipped with three Wright J-4 200 h. p. air-cooled engines, which will make the main flight, and a Curtiss oriole, which is to be used as an auxiliary.

The Fokker wing measures 63 feet 3 inches from tip to tip, is 49 feet 2 inches long and 12 feet 9 inches high. The fuel capacity is 420 gallons of gasoline, carried in two 100-gallon tanks located in each wing and two specially built 110-gallon tanks located in the fuselage of the machine. Tests proved a gasoline consumption of 28 gallons per hour and a cruising speed of 100 miles. Complete radio equipment is installed, consisting of a receiver and a 50-watt transmitter. The call letters assigned to it are KEGK. Skiis will replace the landing wheels.

"The commencement of what may prove one of the most notable and significant long-distance airship flights ever undertaken" is the editorial verdict of *Aviation* on the feat of the Italian semi-rigid airship *Norge* in sailing from Italy to the Far North, *via* England, Norway and Russia. And the article continues:

An idea of the severity of the problems which will have to be faced in the attempt to fly the *Norge* in the arctic regions has already been indicated by the difficulties which were experienced in the flight just concluded. It will be remembered that, both in the section of the flight from Pulham to Oslo and also from Olso to Leningrad, the airship lost its course to no small extent as a result of the prevalence of fog and mist. In this respect, therefore, it must be recollected that, at the time at which Amundsen will be ready to make the attempt on the arctic secrets, that region will be entering upon its accepted foggy season and the difficulties of navigation under such conditions, serious as they have proved in the thickly populated areas of Europe, will prove far more serious under the conditions of the arctic. With the undoubted experience which Captain Amundsen has of arctic navigation, however, there is a very good chance of success from this standpoint.

The Amundsen-Ellsworth expedition in itself is of interest since it is the only one of the four expeditions already operating or planning to operate in the Arctic regions this year, which is undertaking the problem of arctic exploration with the aid of the lighter-than-air airship, rather than the heavier-than-air airplane. Since very early days have explorers considered the possibilities of reaching the two poles by air. Amundsen's attempt with the aid of the *Norge* is by no means the first in which this class of aircraft has been employed. As long ago as the year 1897 André made a similar attempt, using a spherical balloon with the intent of drifting across the North Pole. This intrepid explorer was never again heard of. Wellman, too, as recently as the year 1909, attempted to fly to the North Pole, using, in this case, an airship, in some respects similar to, tho very much smaller than, the *Norge*. Wellman, it will be remembered, returned without having reached his objective, but still confident that the achievement could, in this manner, be accomplished. Each of these expeditions, it is further interesting to note, started from the European side, at Spitzbergen, from which point it is Amundsen's plan to set out in the *Norge*.

The *Norge*, an airship of 640,000 cubic inches capacity, has a cruising range of approximately 3,500 miles, almost double the distance which it will be necessary to cover in the proposed non-stop flight across the Arctic. The distance from Spitzbergen to the North Pole is 600 miles, and that from the Pole to Alaska, 1,200 miles, which means that the *Norge* will carry a fair reserve of fuel for the entire flight. The enterprise should be successful so long as continued adverse winds are not encountered or an undue quantity of ice and snow does not collect upon the envelop of the ship.

And then there is the motor-sled-airplane expedition of the French under Darcis, not to mention rumors of "one German and two Norwegian expeditions that are about to start." Summing up all of which in a light-hearted vein, Cy Caldwell remarks that the race to the Pole "will be nothing compared to the race back to the lecture tour." Rambling on in *The Aero Digest:*

I was in at the start of the Wilkins Expedition, myself. I joined it for about twenty minutes last January at Garden City, which was as far north as I cared to go. An instrument company asked me to take Captain Wilkins and Lieutenant Eielson up for a flight in an airplane to demonstrate a sextant. It was one of those bitter cold days with a mean wind; and I was wearing a light suit and overcoat and B. V. D.'s. The wind bit right into me. Captain Wilkins was better fixt to withstand cold. He wore a full beard that defied the wind, while I had been reading the shaving-soap ads, and didn't have a single protecting whisker on my face. That schoolgirl complexion is useful around hotel lobbies, but what an explorer needs is a complete set of King Georges—keep out the cold and let the egg drop where it will.

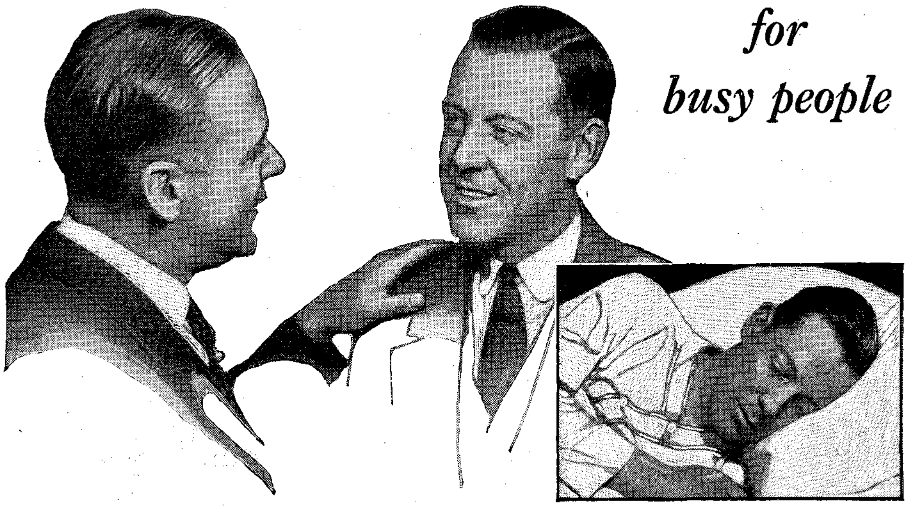
Eielson and I made a flight during which he took a sight on the sun and found what I understand is called our "mean position." The man who called it that had a fine sense for the right word. When we landed I

to Round Trip California
Thru the Canal and Across the Continent
ONE WAY WATER ONE WAY RAIL
Reduced Summer Rates
Meals and berth on steamer included
Round Trip—Water and Rail $350 1st Class
From your home town (on main line points) and back
Round Trip—Both ways Water $425 1st Class
One way Water $250 1st Class
Proportionately lower rates in 2nd, Tourist and Third Cabin.
Sightseeing at Havana, Panama Canal and at stop-overs across the continent.
Largest and fastest steamers in Coast-to-Coast service. Fortnightly sailings between New York, Havana, Panama Canal (Balboa), San Diego, Los Angeles and San Francisco.
For complete information apply to
PANAMA PACIFIC LINE
International Mercantile Marine Company
ONE OF THE GREAT IMM LINES
No. 1 Broadway, New York City, our offices elsewhere, or authorized S. S. and R. R. agents.

Day Line
1926
1826
A Century of Progress in River Navigation
One Hundred Years of Service on the Hudson
IN the many years which have elapsed since the early steamboats of Abram Van Santvoord, the Day Line trips between New York and Albany have become world-famous for incomparable scenery, magnificent steamers and a service which sets a high standard in all departments.
Do not fail to include this matchless trip in your summer itinerary. Buy your tickets via Day Line. Service daily including Sunday in each direction until October 17th. Delightful one-day outings. Write for time table and illustrated literature.
Hudson River Day Line
Desbrosses Street Pier New York

Restful Nights
Wide-awake Days

for busy people



A new Swiss food-drink . . . a natural way to sound restful sleep that stores up all-day energy

See what 3 days will do

When you go to bed do your nerves stay up? Leaving you dragged out on the morrow—your mornings logy, your energies drained by afternoon?

Modern science has found a natural way to overcome this—*(a way without drugs)* to sound, restful sleep that quickly restores your tired mind and body.

Morning finds you a new man. Fresh, clear-eyed, buoyant. You have the energy to carry you right through the day and into the evening.

A 3-day test will show you. We urge you to make this test. It is well worth while.

Sound sleep—active days

Taken at night, a cup of Ovaltine brings sound, restful sleep and all-day energy quickly and naturally. This is why:

First—it combines in easily digested form, certain vitalizing and building-up food essentials in which your daily fare is lacking. One cup of Ovaltine has more real food value than 12 cups of beef extract.

Second—Ovaltine has the power actually to digest 4 to 5 times its weight in other foods which may be in your stomach. Thus, a few minutes after drinking, Ovaltine is turning itself and all other foods into rich, red blood.

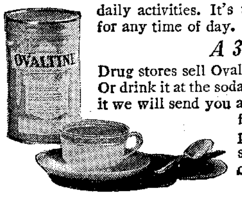
This quick assimilation of nourishment is restoring to the entire body. Frayed nerves are soothed. Digestion goes on efficiently. Restful sleep comes. And as you sleep you are gathering strength aud energy.

Hospitals and doctors recommend it

Ovaltine is a delightful pure food drink. In use in Switzerland for 30 years. Now in universal use in England and its colonies. During the great war it was included as a standard war ration for invalid soldiers.

A few years ago Ovaltine was introduced into this country. Today hundreds of hospitals use it. More than 20,000 doctors recommend it. Not only as a restorative but also for malnutrition, nerve-strain, convalescence, backward children and the aged.

Just make a 3-day test of Ovaltine. Note the difference, not only in your sleep, but in your next day's energy. You tackle your work with greater vigor. You "carry through" for the whole day. You aren't too tired to go out for the evening. There's a new zest to your work; to all of your daily activities. It's truly a "pick-up," drink—for any time of day.



A 3-day test

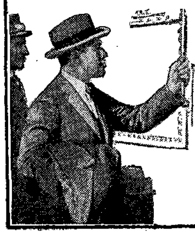
Drug stores sell Ovaltine in 4 sizes for home use. Or drink it at the soda fountains. But to let you try it we will send you a 3-day introductory package for 10 cents to cover cost of packing and mailing. Just send in the coupon with 10 cents.

© 1926, T. W. Co.

OVALTINE

Builds Body, Brain and Nerves

I have been troubled with insomnia for the past 20 years and the best remedy I have so far discovered is two teaspoonfuls of Ovaltine in a glass of milk on retiring. It produces a natural, refreshing sleep which is nature's true restorer and needless to say I feel and look better, also have better appetite, elimination and am improved in every way. [Sgd.] *John C. Nelson*
Huntington, L. I., New York



I sleep much better and feel lots better all day long "Ovaltine" is fine stuff
[Sgd.] *J. V. Allen*
Henderson, N. C.

THE WANDER COMPANY, DEPT. 8522
37 S. Wabash Ave., Chicago Ill.
I enclose 10 cents to cover cost of packing and mailing. Send me your 3-day test package of Ovaltine.
Name..........
Street..........
City..........*State*..........
[One package to a person]

Send for 3-day trial

MOTORING AND AVIATION
Continued

recollected a date I had in New York, and let MacMullen fly the Captain. My date was with a radiator. That ended my engagement with the Frigid Follies. Let who will find the Pole; lead me to the steam pipes.

Commander Byrd is the ladies' favorite in the Polar Sweepstakes. Handsome, debonair, of charming personality, he has won the best wishes of the ladies, as might have been expected. He is an F. F. V., by the way—First Families of Virginia. His plane was manufactured by Fokker, a member of the L. F. N. J.—Last Family Arriving New Jersey. Hard to beat a combination like that, taken from the Social Register and the Immigration List.

When all the expeditions come back and enter the lecture bureaus and the moving-picture lots, Byrd will have it all over the other boys. He's about the only one of the crowd who would film well as the hero. About the best the others could hope for would be to play the heavy father or the rich uncle from Australia—and Wilkins has already signed for any Australian rôles. It must be remembered that the real reason for going North is to advertise various equipment, people, and navies, plus lecture and picture profits. You can see how Byrd stacks up on this layout. Merely lecturing on the Pole is nothing compared to starring in such a film as "Polar Passions," a pulsing panorama of primitive emotions under the midnight sun with Pola Negri. There are more ways to Hollywood than the old Santa Fé Trail.

WILL THE MOTOR-BUS RUIN THE RAILROAD?

THE railroad has come to stay, thinks President Edward J. Pearson of the New York, New Haven, and Hartford, tho the motor-coach service operated by his company already covers 777 miles, a distance more than one-third as great as that covered by its steam lines. Let the proportion increase, and presently the highways will be intolerably congested, we are told, so the railroads are not alarmed. They will hold their own. Highway service, they believe, can never accommodate peak loads either of freight or of passenger service. Discussing all this with a correspondent of the New York *Times*, the other day, Mr. Pearson said, "The fundamental reason behind our adoption of the gasoline vehicle, both by rail and on the highway, is our twofold obligation, first, to the public, to perform a full transportation service, which includes the carrying of passengers, baggage, mail, and express in passenger-train service, and of freight, and, second, the obligation to protect the investment of the owners of the property." Running on in this view, he added:

"In the performance of these obligations we feel that the New Haven Railroad must always keep itself in readiness to provide adequate movement of passengers and property so that the needs of the communities it serves will be fully met.

"To fulfil the second obligation, the New Haven management feels that it is incumbent upon it to carry out the first obligation in as efficient and economical a manner as possible, by the use of every modern approved method.

"This embraces the maximum service by rail which the company can afford to give at prices which the public can afford to pay. Because, after all, our people and our industries must always look to rail service for the greater part of freight and long-distance passenger transportation. Besides this, any attempt to divert this business to the highways would result in intolerable congestion and poor service."

Mr. Pearson frankly acknowledges that the railroads first took to promoting their gas-driven service from motives of self-defense:

"In the development of our modern transportation, automobile operation over the public highways has become a factor. At the beginning there was some doubt as to whether the New Haven Railroad could afford, in view of its then limited financial condition, to invest in this new transportation facility, however desirable it might be. But as time went on it became increasingly apparent that we must be in a position to protect ourselves from further diminution of revenue through the taking away of passengers by automobiles.

"It was in this situation, and after enabling legislation had been passed, that the New Haven railroad system organized its million-dollar subsidiary company last June for the purpose of operating highway motor-coaches, and thereafter embarked on its intensive plans for coordinating the schedules of these coaches with its rail schedules."

The motor-bus service operated by railways has given many communities greatly improved accommodation, and Mr. Pearson cites a typical case:

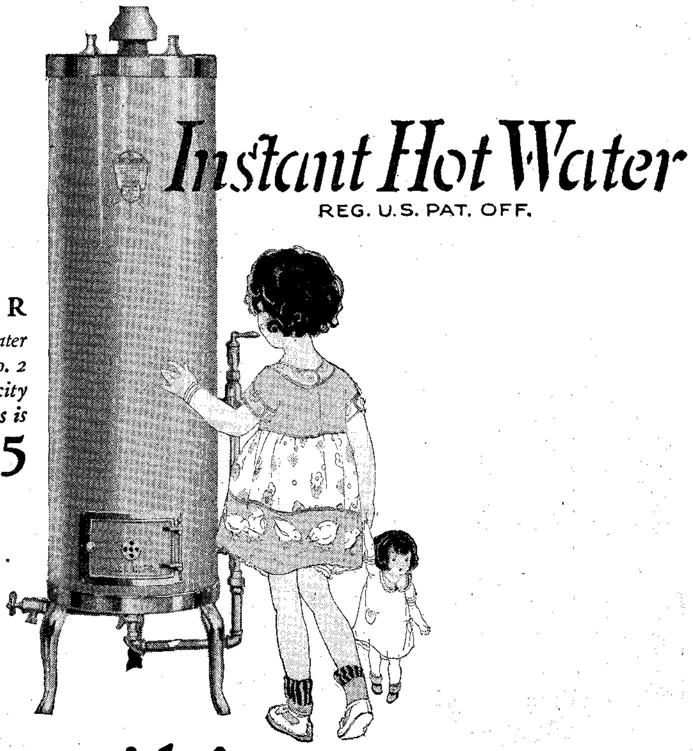
"Until our motor-coach service started on January 17, Yalesville, Connecticut, had only two trains a day bound for New Haven—one at 5:52 A. M. and the other at 6:05 P. M., both of which had connections for New York City. But at any other time of the day a resident of Yalesville wishing to go to New Haven or New York would be required to go to either Meriden or Wallingford to get a train.

"Now what is the situation? The Yalesville resident has hourly service, with baggage-checking privileges and all the usual privileges of rail ticket-holders, beginning at eight o'clock in the morning and continuing until eleven o'clock at night, and in thirteen out of sixteen instances the motor-coach connects with a train for New York.

"Thus we have been able to supply over the highway a service which was impossible, by the more expensive operation by steam over the rails. There are hundreds of other instances of a similar nature where, by a synchronization of its rail and bus service schedules the New Haven Railroad is better able to fulfil its service obligation than ever before."

Speaking of the extent which railway-fostered bus service has attained in New England, Mr. Pearson tells us:

"There are twelve New England transportation routes now in operation in Connecticut, seven in Massachusetts and three in Rhode Island, as well as six interstate routes. The longest is that between Danbury and Canaan, a distance of sixty-four miles, and the shortest is in Rhode Island,



PREMIER
The best water heater Crane offers. No. 2 23-gallon capacity for average homes is f. o. b. factory $125

Cool outside!

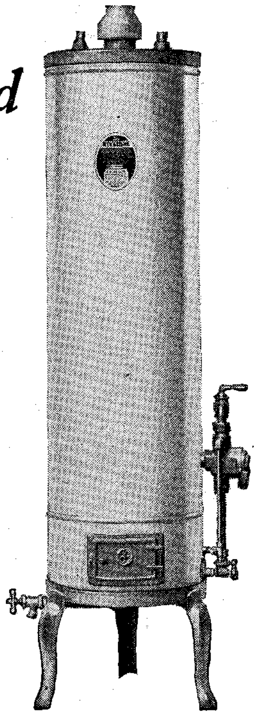
Proving heat is saved

Inside the big tank of the *Premier* gas water heater, 23 gallons of water heated to 130° is waiting to serve you; waiting to flow instantly at the turn of any faucet. Yet the outside of the tank that stores this large quantity of piping hot water is amazingly cool to touch.

Just as a "Thermos" bottle retains heat, so does the insulating blanket of asbestos keep the heat in the water. But this is only one of the savings given by Crane automatic, insulated, storage gas water heaters. The pilot light is economical. The heating element is thrifty and directly underneath the water, not out to one side where heat may escape.

In fact, every feature of the *Premier* and *Keystone* is designed to give you economical, plentiful, *instant hot water*. With dependable operation assured by the 71-year Crane reputation.

Some one of the many types and sizes will exactly fit your needs. See them at the nearest Crane Exhibit Rooms. Or ask your neighboring plumber. He has or can quickly get for you the Crane water heater you need to give you the comfort, convenience, and health of *instant hot water*.



KEYSTONE
A good water heater, reduced from $90. No. 2-20, 20-gallon capacity, f.o.b. factory $70

Write for an interesting 16-page book, illustrated. Full of information about water heaters.

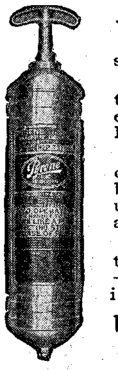
CRANE

Address all inquiries to Crane Co., Chicago
GENERAL OFFICES: CRANE BUILDING, 836 S. MICHIGAN AVENUE, CHICAGO
Branches and Sales Offices in One Hundred and Fifty-five Cities
National Exhibit Rooms: Chicago, New York, Atlantic City, San Francisco and Montreal
Works: Chicago, Bridgeport, Birmingham, Chattanooga, Trenton, Montreal and St. Johns, Que.
CRANE EXPORT CORPORATION: NEW YORK, SAN FRANCISCO, MEXICO CITY, SHANGHAI
CRANE LIMITED: CRANE BUILDING, 386 BEAVER HALL SQUARE, MONTREAL
CRANE-BENNETT, LTD., LONDON
CIE CRANE: PARIS, BRUSSELS

CRANE VALVES

Fortify for
Fire Fighting

IMPROVED
Pyrene
EXTINGUISHER



YOU couldn't imagine the number of automobiles saved by PYRENE.

Letters pour in every day to tell about other narrow escapes—other victories for PYRENE.

If a fire should start in your car, serious injury to some members of your family might result unless you have a PYRENE at hand.

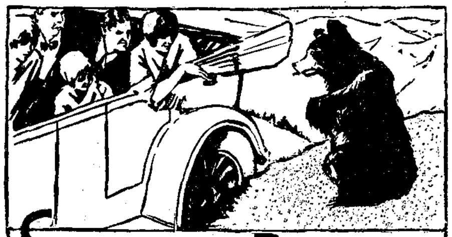
Improved PYRENE is made to serve always—to fail never—to conquer fire—and to keep it out.

Pyrene Manufacturing Co.
Newark, N. J.

Pyrene
KILLS FIRE
SAVES LIFE

Caution: Use only Pyrene Liquid (patented) with Improved Pyrene Extinguishers.

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates.



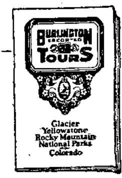
SEE THE ROCKIES
this better way

New Escorted Tours
COLORADO—GLACIER PARK
YELLOWSTONE—ALASKA

Take a western vacation carefree—on a new Burlington Escorted Tour. Travel expert, as escort, manages everything. Costs no more—lump sum includes all necessary expenses. See the best, travel with congenial people. Fifty-three wonderful two-weeks tours—and Alaska. Finest service of three great railroads. Send coupon for free booklet giving all details.

BURLINGTON ESCORTED TOURS
Burlington-Great Northern-Northern Pacific

MAIL THIS
FOR FREE TOUR BOOK



Burlington Escorted Tours,
Dept. D-5,
547 W. Jackson Blvd.,
Chicago, Ill.
Please send your free book describing Burlington Escorted Tours.

Name ....
Street ....
City .... State ....

MOTORING AND AVIATION
Continued

between Wickford Junction and Wickford Landing.

"The wide extent of the operation by the railroad of coordinated rail and highway schedules is apparent by the fact that the New England Transportation Company now has in operation 777 miles of line, supplementing the New Haven's 1,958 miles of road. In addition, in its plan for supplying the public with the most modern and economical means for transportation, the road has twenty-five gasoline rail cars operating on 567 miles of rail line and covering a weekly distance of 16,505 miles."

WHY DON'T WE FLY?

FOUR or five years ago, writes Dr. Edwin G. Dexter in *The Scientific Monthly* (New York), it was confidently predicted that by this time airplanes would be as common as flivvers; that we should be commuting by the air route, and taking our afternoon recreation in clouds other than those of dust. But are we? And if we are not, why not? This is his reply:

Mechanically aeronautics have advanced according to prediction. The continent has been spanned with the sun. Our triad of planes has rounded the globe in its triumphal march. Our mail is going from coast to coast on a thirty-hour service. Commercial air routes are in successful operation all over Europe and in some portions of our own country, with a hazard of life and limb not much in excess of that of terrestrial travel. But, after all, the thing has not taken hold. Why is it?

I have yet to see discust in print what seems to me to be the real cause. Since the commencement of organic evolution, we and our ancestors have lived on solid earth, and we feel safe and at ease there, and nowhere else. The rapidity of terrestrial travel had been increased manyfold, but the change is after all quantitative and not qualitative. It is very different a few thousand feet up. I know, because I have tried it.

For some months I was in such relation to a government department as to have air service at my disposal whenever needed for official duties. I was up a dozen times, at least, and perhaps twice that number. I didn't keep track. I pretended that I enjoyed every minute in the air, but I didn't. I kept on to see if I wouldn't enjoy it after a while, but I didn't; and when my wife, who had by the way never made any objection to my flying, asked me if I didn't think my obligations to the family would justify me in accepting a little slower and safer method of transportation, I was glad of the excuse to stop flying. I have never been up since, and I am never going up again unless it be in line of duty.

Don't gather from what I have said that I was ever frightened while in the air. I was not. But I never experienced the restful feeling there that I enjoy. The real difficulty with me, however, and what I feel is going to be the difficulty with the air commuter, if he ever comes, is not while in the air, but while out of the air. I think I never decided that I would make a flight the next day and enjoyed the rest of the evening. I never tried a thermometer or a blood-pressure machine at such times, but I believe if I had every record would have been abnormal.

I remember twenty-five years or more ago, when living on the Western plains, that I had two ponies, one of which I always rode when I tried, while the other I sometimes did. The latter was named Rattlesnake. I tried to ride them alternate days. I enjoyed every second of the time after I got one foot into Rattlesnake's stirrup, whether I stayed on or not, and the seconds went fast. On alternate evenings I had nothing on my mind. Those were the evenings after I had ridden Rattlesnake. After a while the thing got on my nerves, and Rattlesnake got lost. I tried every possible way to find him (which I was sure would not succeed) and let all my friends believe that I was heartbroken at losing him.

Even so, according to Dr. Dexter, the first commuter by the air route, yes, and the second and the third, and nine out of ten, if there ever be that many, will let his airplane get lost or out of running condition within three months. He will probably seem to be just as sorry about it as the doctor seemed to be at the loss of his pony, while in reality he will be just as sorry and no more. But, says Dr. Dexter, he will travel the land route again just the same. You can't make a man feel at home as a bird. To quote him further:

I do not mean that airplanes have no place with non-professional flyers. Probably four people out of five can get up courage enough to make a flight. They will lord it over the rest who have not, congratulate themselves on their courage, tell their friends that they liked it, and make up their minds down deep in their hearts that they will never go again. The other one is obsessed with the "fear of the abyss," and you couldn't hire him to go up under any circumstances. I have personally known a good many aviators, but have yet to find one who is not looking forward to the time when he can give up flying. There probably are some who do not feel that way, but I have failed to meet them. Where are the pioneer flyers whose obituaries you have not read? They are on solid earth, most of them, and you couldn't pry them off.

And the worst of it is—if my thesis be correct that the insurmountable obstacle to popular flying is psychological—that there is no solution to the difficulty. The hazard of flying, tho comparatively slight, is sufficiently great to blot out the flying strain. Doubtless the aviator who sticks to it for any length of time possesses an inherent tendency which, if perpetuated, would develop a breed of flyers. But he is the very man that aviation annihilates sooner or later, without perpetuating the tendency. Doubtless, too, sexual selection enters in. It seems probable to me that the girl who felt it would be just as easy to fall in love with a broker of her acquaintance as with a lieutenant of the air service, would, for prudential reasons, give the broker the inside track, tho this might not be true for the extremely romantic type.

We shall, perhaps, always find men approximately of the Lieutenant Maughn type to man our air service, and there will be enough of us who haven't yet experienced the "ten-foot feeling" which comes from having braved the air at least once, to maintain a fairly prosperous commercial aviation. But don't buy stock in the Aerial Flivver Company. You will lose if you do.

NEW TERRORS FOR THE SPEED DEMON

PICTURE the unfortunate speed demon's embarrassment if he were obliged to equip his car with an automatic whistling device introduced by a Parisian inventor. The contraption is sealed by the police, and it maintains a discreet silence so long as the car maintains a discreet pace. But once let the driver exceed the speed limit, and—wow! the vehicle becomes a shrieking nuisance, and all the world knows the driver's guilt. With his telltale whistle hooting like a fire siren, he is not likely to have any back-talk for the cop who hands him a ticket. Telling of this, and other anti-speed inventions, in *Collier's Weekly*, Edward E. Slosson remarks:

> This scheme is better than the automatic cut-off or safety-valve, which shuts off the gas and stops the car when the speed gets above a given point, because sometimes a momentary overspeeding is essential to safety. The automatic whistle does not prevent speeding up to get off a railroad track or avoid a collision, but when the driver does resort to extra-legal velocity as an emergency measure everybody knows it.

Concerning other French attempts to grapple with the speed problem, we read:

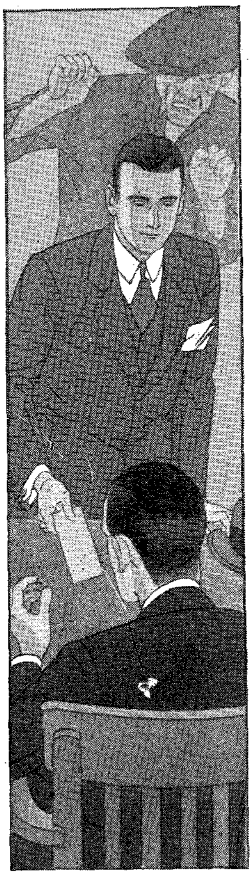
> Paris cabmen have long been notorious for reckless driving, and the substitution of motor-cars for horses has increased their speed without improving their regard for pedestrians.
>
> To check their perilous propensities two new devices have been invented. One is an automatic-speed record, more accurate than constables with stop watches. Two wires about ten feet apart are stretched across the street and concealed in such a way that an electric contact is made and broken as the wheels pass over each of them. The wires lead into a house by the side of the street, where the signals are recorded on a sheet of paper wrapt around the cylinder of a Joly chronograph, such an instrument as is used to record earthquake shocks or to measure reaction time. This gives an exact record of the time the wheels took in passing from wire to wire. The instrument also indicates the weight of the vehicle, so that if several are passing at the time their respective records can be distinguished.
>
> A concealed camera can be so set as to take a snapshot of the car as it passes and register its number if the light is fair. So the speeder may be confronted in court with unimpeachable evidence against him.

Come to Think of It.—A baby who kisses his mother and fights his father, may be said to be partial to his ma and martial to his pa.

The day to pick your wife is Choose-day. Weddens-day is the day to be married on, of course.

When a man retires from business, and lives on the interest of his money, he may be considered as resting on his owers.

A stranger, meeting a man in the streets of St. Louis, a few days since, roughly accosted him with, "Here, I want to go to the Jefferson Hotel." The deliberate reply was: "Well, you can go if you won't be gone long."—*The Christian-Evangelist.*



SUPER-SAFETY
BANK CHECK

Does your bank give you this modern service of protection against the forger's itching fingers?

Why most banks supply these colored checks

The sensitive colors of safety checks resist alteration as the plain white surfaces of old-fashioned checks never could! In the skilfully laid-on Super-Safety colors there is unquestioned protection for your bank account. And they serve another important purpose—their beauty lends distinction to your signature.

THE moment you step into your bank you are reminded by visible means of protection that your funds are being guarded from the burglar and thief.

But when you write a check . . . what feeling of security have you that it can resist the skill of the forger should it fall in his hands? Are you aware that his annual loot, according to the American Institute of Accountants, is estimated at $100,000,000?

If your bank furnishes you with *Super-Safety Checks,* you are getting the modern "service of protection." Your funds are guarded from the forger and check tamperer as well as the bank breaker. Thousands of banks now supply their depositors with these famous checks.

You can identify Super-Safety Checks by *the eagle,* the symbol of safety, which appears in the upper right-hand corner. Checks thus marked can be sent out with confidence that your bank has done the utmost to protect your checks while they are *in transit.*

Designed to prevent alteration

Super-Safety Checks are beautiful, easy to write on and the *safest checks provided by banks today.* So skilfully are they designed that any attempt to alter them by knife, ink eradicator or rubber eraser, immediately brings a glaring white spot on the surface of the intricately tinted stock. Super-Safety Checks are never sold in blank sheets—they are made only to order. To prevent counterfeiting, each sheet of Super-Safety paper is guarded as the Government guards banknote paper.

Sample test-check and booklet free

Test for yourself the power of Super-Safety Checks to prevent alterations, to make your checking account secure. Send for a sample check with detailed instructions for testing it. Receive, also, the valuable booklet, "How to Get More for Your Money." Bankers Supply Company, Division of The Todd Company, *sole manufacturers of Super-Safety Checks, Todd Greenbac Checks and the Protectograph.* Chicago, Rochester, New York, Denver.

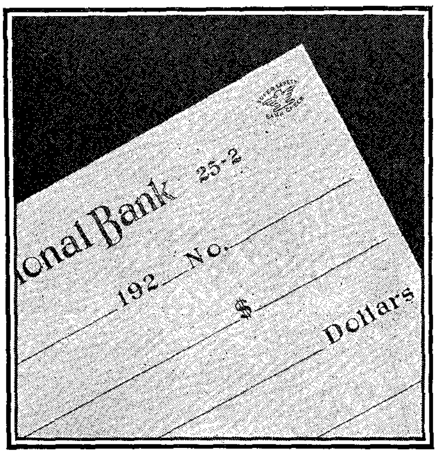
BANKERS SUPPLY COMPANY 7005
DIVISION OF THE TODD COMPANY
5950 S. State St., Chicago, Ill.

I desire to test the Super-Safety Check. Please send me a free sample test-check and your booklet, "How to Get More for Your Money."

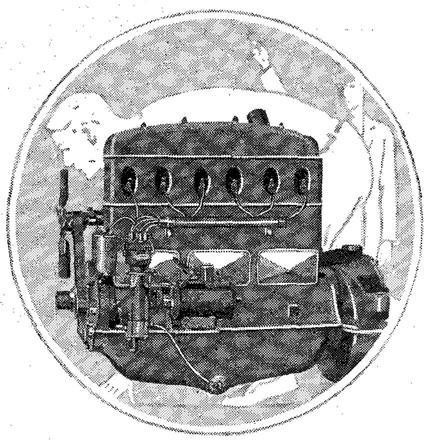
Name..........

Street..........

Town.......... State..........



Crowning of Progress

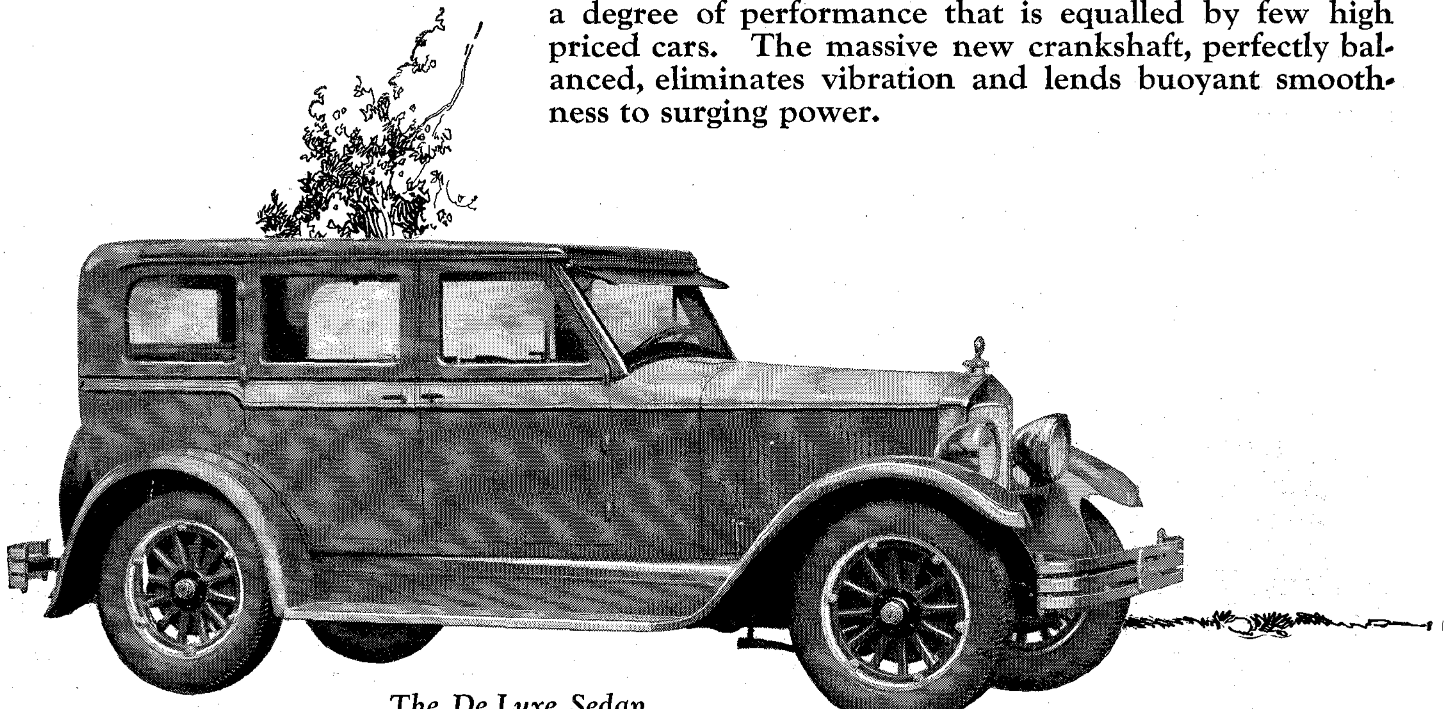


Today's Velie Brings Welcome Relief from the Growing Monotony of Motor Car Design

Graceful poise when it stands, flashing beauty when it passes—this is Velie personality.

All the effort and ingenuity of many years development have culminated in the building of this new, greater Velie. It is the triumph of rich talent and seasoned knowledge—the product of an ideal which presents new character and individuality.

For those who appreciate comparative merits, Velie has an unmistakable message. For here, at moderate price, is a degree of performance that is equalled by few high priced cars. The massive new crankshaft, perfectly balanced, eliminates vibration and lends buoyant smoothness to surging power.



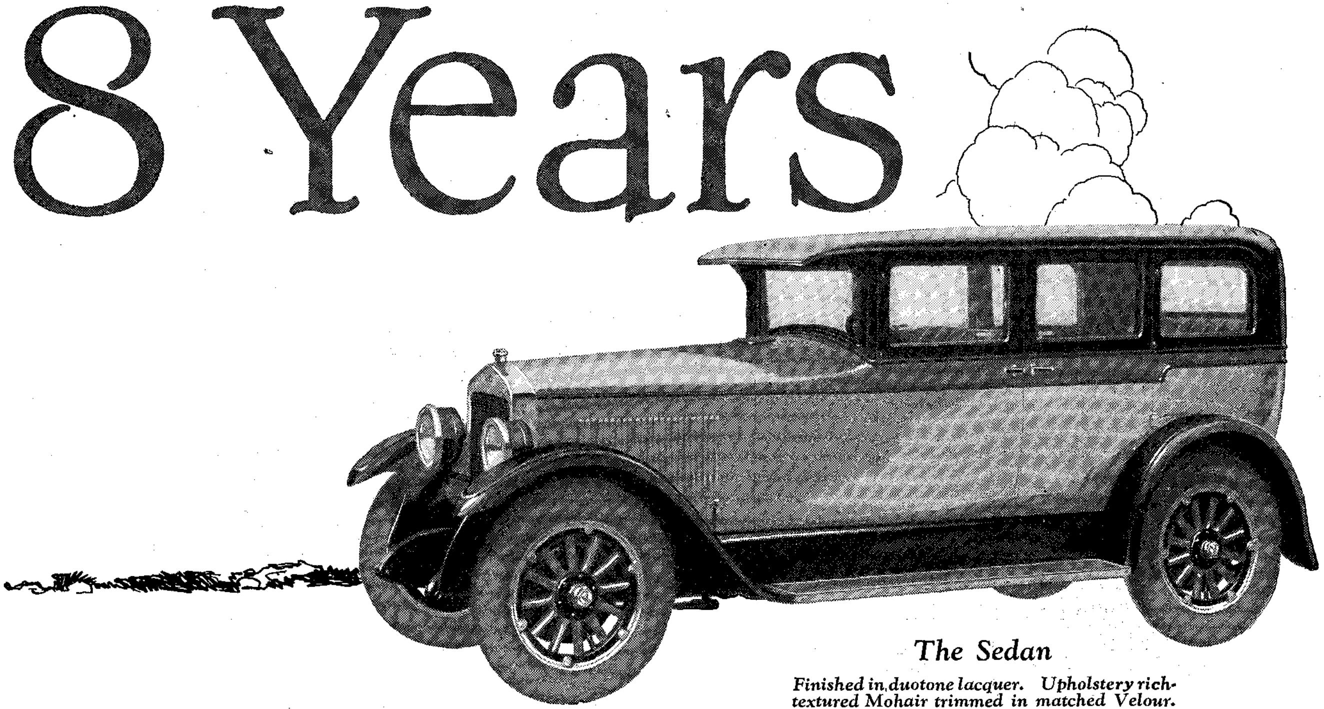
The De Luxe Sedan

Nearly 300,000 people helped to name this De Luxe Duotone Sedan, which is now acknowledged as absolutely unique among the cars of today.

$2150.00 f. o. b. Moline, Ill.

VELIE

18 Years



The Sedan

Finished in duotone lacquer. Upholstery rich-textured Mohair trimmed in matched Velour. Instruments under single glass panel. Finger-type light control on steering post.

$1450.00 f. o. b. Moline, Ill.

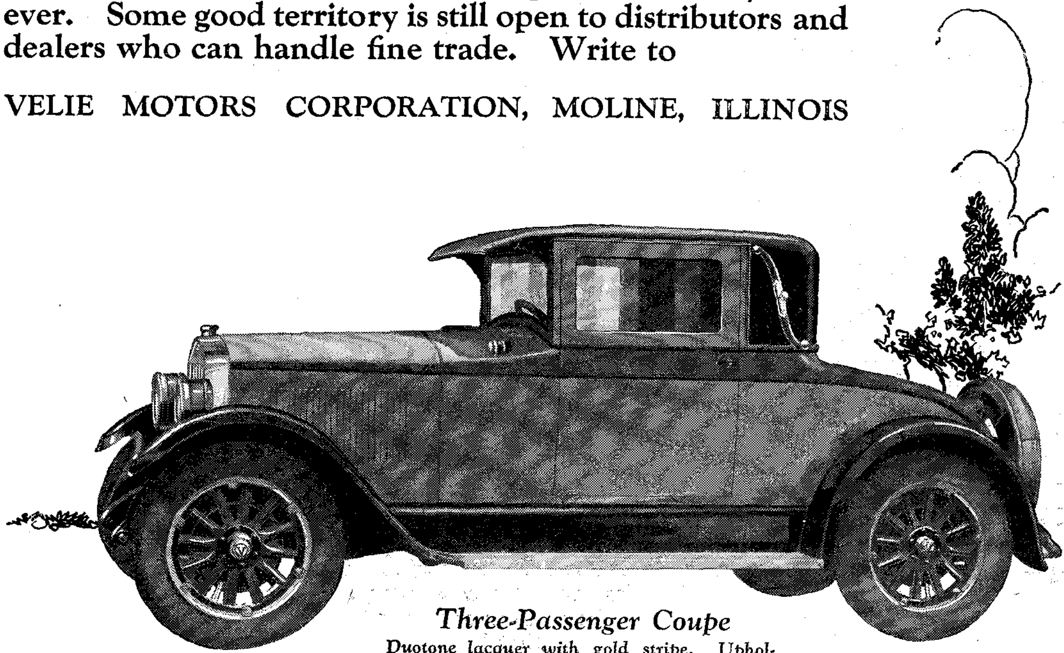
Full forced-feed lubrication *drives* an oil flow between moving parts, preventing actual contact and life-shortening wear. The Velie motor will throttle down to a snail's pace or step out in front with the fastest company always with almost unbelievable silence of action.

Sturdy construction insures to every Velie owner unending satisfaction. It is built to withstand the punishment of careless handling with rugged dependability. Now, more than ever before, Velie merits its distinction as "AMERICA'S LONG LIFE CAR."

Velie representatives are making more money than ever. Some good territory is still open to distributors and dealers who can handle fine trade. Write to

VELIE MOTORS CORPORATION, MOLINE, ILLINOIS

LONG VELIE LIFE



Three-Passenger Coupe

Duotone lacquer with gold stripe. Upholstered in beautifully grained blue Spanish leather. Three instruments under glass panel. Finger-type light control on steering post.

$1450.00 f. o. b. Moline, Ill.

VELIE

INVESTMENTS AND FINANCE

BRITAIN'S BAFFLING COAL PROBLEM

THE SETTLEMENT OF THE STRIKE in Great Britain releases the attention of editors and financial writers for its underlying cause—the British coal problem. Here, as the New York *World* remarks, "is an industry, Britain's greatest, sick, not unto death, but badly in need of medicines and nursing." Coal has been the foundation of England's industrial greatness. It has for some years been by far the nation's most valuable article of export; 79,000,000 tons were exported in 1924. Besides, as Frederick William Wile notes in the Washington *Star*, British coal is a basic factor in the British shipping industry. "Freights to western European ports, including British ports and the harbors of France, Germany, Belgium, Holland and Italy, are always low because incoming ships are practically assured of profitable outgoing British coal cargoes for all parts of the world." Thus, continues Mr. Wile, coal "not only keeps the fires of British industry going, but is essential to that maritime trade which for centuries has been the foundation of Britain's commercial prosperity." The coal business, which was considered Great Britain's most flourishing industry up to the outbreak of the Great War, employs, according to facts noted in newspaper articles, about 1,120,000 menwho, with their families, make up something like 10 per cent. of the population of the British Isles. About a third of the British coal production is exported, notes an English writer, P. W. Wilson, in the New York *Times*, "and this fact means that the price she gets for the coal is not national; it is European." In other words, "it is the price determined by the daily supply and demand in Germany, France, Italy and Belgium."

The British coal business was seriously affected by the world depression in 1921, but after this for a couple of years the foreign demand for British coal was increased by a strike in the United States and the French occupation of the Ruhr. But during this period of prosperity certain fundamental changes were taking place in the world coal situation which were later to play havoc with the British industry. These facts are noted by the *Editorial Research Reports* of Washington:

> German mines were being reorganized and the demand for reparation coal, coupled with the desire of the German mine owners to regain their former markets, resulted in the working of the German collieries at their maximum capacity. The mining of lignite was growing at a rapid pace in many countries, and the French mines, many of which had been destroyed during the war, were being reequipped with the most modern mining machinery.
>
> Fuel oil meanwhile had become an important factor in world shipping. The larger transatlantic liners had turned from coal to fuel oil, and the navies of all the world were equipping all their new and many of their old vessels with oil-burning engines. France, Italy, Sweden and other important British customers were developing hydroelectric power at an unprecedented rate, thus materially reducing their coal requirements.
>
> South Africa, India, Spain and Holland, in order to avoid in the future the disadvantages they experienced during and immediately after the war, had developed their coal production to a point where they no longer acquired coal in the accustomed amounts. And the same thing was taking place in other countries which had been Great Britain's principal customers. At the same time, the efficiency of the steam-engine was being steadily increased, with a consequent reduction in the quantity of coal required to produce a given amount of power.

The inevitable result of these conditions was smaller exports, lower prices, vanishing profits, mines run at a loss, and mine workers laid off by the thousands. As we read in the *Business Conditions Weekly* of the Alexander Hamilton Institute:

> Exports of coal from Great Britain in 1925 dropt to 67,000,000 metric tons, as compared with 79,000,000 tons in 1924, a decrease of 15 per cent. Before the war, in 1913, exports totaled over 94,000,000 tons. The decrease in exports last year was due almost entirely to smaller purchases by France, Germany and Holland, as the result of larger domestic outputs in those countries.
>
> The British coal industry suffered last year also from a curtailed home consumption, and production consequently amounted only to 247,000,000 metric tons in 1925 as against 270,000,000 tons in 1924 and 287,000,000 tons in 1923. The situation is illustrated by the following table:

BRITISH COAL STATISTICS (Metric Tons)

	1925	*1924*	*1913*
Production	247,000,000	270,000,000	287,000,000
Exports	67,000,000	79,000,000	94,000,000
Domestic Consumption	180,000,000	191,000,000	193,000,000

> The curtailed demand at home and abroad last year resulted in a steady price decline from 18 shillings 6.30 pence per ton in the first quarter to 15 shillings 11.65 pence in the fourth quarter. This compares with the average pre-war price of 8 shillings 8.64 pence per ton.
>
> Notwithstanding the fact that the price of coal in England is still over 80 per cent. higher than before the war, as compared with an average increase of only 50 per cent. for all commodities, the price during the last three quarters of 1925 was below the cost of output.

Then came a series of strike threats and the grant of a subsidy to the coal industry to enable the mine owners to continue the going rate of wages. This continued from August 1, 1925 to April 30, 1926. As we are reminded by the authority just quoted:

> During the last five months of 1925 the British Government paid out £12,184,051 to the coal industry. This subsidy enabled the industry to show a "profit" balance of £4,456,876 during the last quarter. Without the subsidy there would have been a deficit of £4,295,241. The "profit" balance in the last quarter was sufficient to more than offset the deficits which occurred during the two preceding quarters, and the year ended without a loss to the mines.

In general, the mine owners have insisted on lower wages and a longer working day as the only way to make the coal business pay for itself. The miners have been insisting on either a thorough reorganization of what they consider a hopelessly inefficient and backward industry, or partial or complete nationalization of the coal business. Government commissions have made various recommendations which, with the history of the strike negotiations, were outlined in the leading article of last week's LITERARY DIGEST and need not be repeated here.

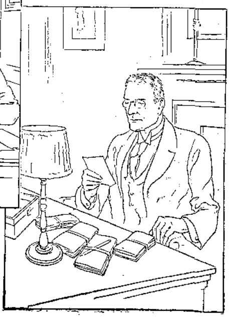
That something must be done about the British coal industry seems evident enough to every one discussing the subject. Reconstruction is absolutely imperative, writes Mr. Wilson in his New York *Times* article:

> The facts are simple and conclusive. The coal mines are conducted by 1,500 companies. The number of mines is 3,000. Royalties on coal extracted are paid to 4,000 landowners. Before the war the number of miners was 1,048,000. To-day, for an output of coal that has not increased, the number of miners is 1,156,000. In other words, eleven men are living out of a production that previously had only to sustain ten men. This production (about 250,000,000 tons a year) represents only 250 tons a year per man, or thereabout. It is roughly one-third the production per man in the United States.

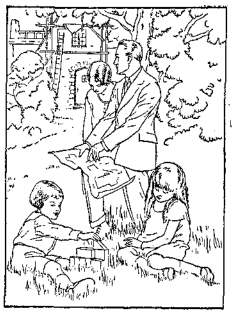
"The English coal industry," writes W. S. Cousins for the King Feature Syndicate, "contains all the elements for perpetual trouble that are contained in the American coal mines, except that in England they are considerably accentuated: there are good mines and poor mines; a surplus of coal miners; a restricted market for the output of the mines in a market complicated by the war and post-war European industrial confusion;

LOOKING AHEAD FINANCIALLY

Age of Surplus Earnings



Age of Declining Earnings



Age of Getting Started

Age of Retirement

Making a good income *last*

DURING his best earning years, the average man gives too little thought to means of sustaining his income in the future. Especially is this true of comparatively young men earning high incomes—as many do today in executive positions, in professions, or in businesses they have rapidly developed.

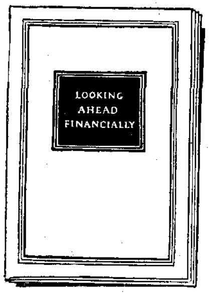
These men make up the large class of high income-receivers who, federal tax figures show, have no commensurate property accumulation. The bulk of their incomes, not being derived from invested capital, represents only temporary earning power.

Look at it from a business standpoint. It is recognized that machinery, buildings and equipment depreciate, and their replacement is provided for out of current earnings. So too with personal earning power—it depreciates, and its replacement should be provided for in the same way.

If this viewpoint is taken *in time,* it is surprisingly easy to build out of current earnings the necessary accumulation to insure adequate permanent income.

Our new booklet, "Looking Ahead Financially," deals effectively with this problem. It tells concretely how to map out the financial progress you need to make—gives figures in chart form for application to individual situations. You will find it a most practical book, dealing with a subject which is of vital importance.

May we send you a copy?



Write for booklet LD-56

HALSEY, STUART & CO.
INCORPORATED

CHICAGO
201 South La Salle St.

NEW YORK
14 Wall St.

PHILADELPHIA
111 South 15th St.

DETROIT
601 Griswold St.

CLEVELAND
925 Euclid Ave.

ST. LOUIS
319 North 4th St.

BOSTON
85 Devonshire St.

MILWAUKEE
425 East Water St.

MINNEAPOLIS
610 Second Ave., S.

EVERY DOLLAR THAT HAS BECOME DUE ON FIRST MORTGAGE BUILDING BONDS SOLD BY US HAS BEEN PAID TO EVERY INVESTOR

A practical illustrated book—Sent FREE

Rules for SAFE INVESTMENT

SEND for this valuable book of rules—familiarize yourself with its contents—let the experience of this national organization guide you in the selection of safe investments.

Write for Booklet D-233

AMERICAN BOND & MORTGAGE CO.
Established 1904 Incorporated

AN OLD RESPONSIBLE HOUSE
Capital & Surplus over $7,500,000

345 Madison Avenue, New York
127 North Dearborn Street, Chicago
Cleveland, Detroit, Boston, Philadelphia, Washington and over thirty other cities.

Come Grow With Us in

Mobile Alabama

The development here of port facilities, farm lands, Mobile Bay Bridge project, roads, schools and homes makes Mobile's steady growth a certainty.

Now is the time to come grow with us

Write for booklet and further information

Mobile Chamber of Commerce
MOBILE, ALABAMA
There is no Inheritance or State Income Tax in Alabama

Scientific Facts About Diet

A CONDENSED book on diet entitled "Eating for Health and Efficiency" has been published *for free distribution* by the Health Extension Bureau of Battle Creek, Mich. Contains set of health rules, many of which may be easily followed right at home or while traveling. You will find in this book a wealth of information about food elements and their relation to physical welfare.

This book is for those who wish to keep physically fit and maintain normal weight. Not intended as a guide for chronic invalids as all such cases require the care of a competent physician. Name and address on card will bring it without cost or obligation.

HEALTH EXTENSION BUREAU
68 GOOD HEALTH BLDG., BATTLE CREEK, MICH.

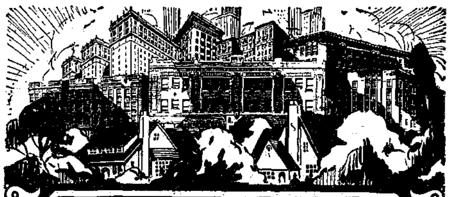
INVESTMENTS AND FINANCE
Continued

high-cost producing sections and low-cost sections; and in general a system of hodge-podge which has imposed a tremendous burden on British industry as a whole."

What sort of reform is necessary? We may note three suggestions among the many that have been advanced recently. The crux of the problem, according to Harold G. Moulton, director of the Institute of Economics at Washington, "is that Great Britain can not sell sufficient coal to keep her mining industry alive." Even the wage cuts that have been demanded by the mine owners would not be sufficient, we are told, to make the industry profitable at present. As Mr. Moulton continues, summarizing reports recently made by members of his staff who have been studying the British coal industry on the spot:

> Should there be an increase of an hour a day in the British coal fields, output would be increased by about 30,000,000 tons a year. In view of the development of the use of oil and hydroelectric power, the greater efficiency of the steam-engine and the increased production of lignite abroad, it is the opinion of the recent Royal Commission on the Coal Industry that it is exceedingly difficult to suggest where the market for the extra output is likely to be found in the near future. If hours were increased without increased output, 130,000 more miners would be added to the already great army of unemployed.
>
> The fundamental need is a reduction in the price of British coal. On this all are agreed. The conflict centers about the question whether relief should be sought through lowered wages, increased efficiency, or both.
>
> The crying need of the industry is increased efficiency. Great Britain's mines are old; many of the better seams have been worked out; some of her coal must travel as much as three miles underground before it reaches the surface. All of these things have made mining increasingly difficult and expensive. They have necessitated more labor in getting the production from the face to the tipple. They have caused the production of the British miner to fall from 319 tons per man per year in 1880 to 217 tons in 1925.
>
> If these adverse factors were overcome the British coal trade would be considerably helped. But overcoming them means complete reorganization of the industry. It means an amalgamation of collieries and the adoption of large scale production to a degree that has not, in the opinion of the recent Coal Commission, "taken place on any adequate scale." It means the elimination of many inefficient mines.
>
> It means the use of machinery on a scale far greater than at the present time, when over 81 per cent. of the country's coal output is still mined by hand. It means the further development of mechanical haulage in an industry where the electric locomotive is virtually unknown, and the elimination of the inefficient system of moving mine cars by men and mules.
>
> Increased efficiency coupled with lower wages point the way to a recovery of trade.

An analysis of the ills of the British



Homes—Apartments Office Buildings

In Detroit are the Security Back of United First Mortgage Bonds

Carefully selected as to location and income producing value, these properties are the highest type of investment.

Additional factors of safety are behind United Bonds, a company with resources of over twelve million, the oldest and strongest of its kind organized under the laws of the State of Michigan and operating under the supervision of the Michigan State Banking Department.

Write for detailed information about investment opportunites in United Bonds.

UNITED STATES MORTGAGE BOND CO., LTD.
Howard C. Wade, President
358 U. S. Mortgage Bond Bldg., Detroit, Mich.
Capital $1,000,000 Resources more than $12,000,000
In Canada, United Bond Co., Limited
Toronto and Windsor, Ontario

6½% UNITED FIRST MORTGAGE BONDS

Or you can buy "United Bonds" doubly safeguarded--guaranteed *as to principal and interest.* Ask us about United guaranteed bonds.

June Weddings

can be made conventionally correct in every detail if the persons concerned consult the "Blue Book of Social Usage"—

ETIQUETTE

In Society, in Business, in Politics, at Home

By Emily Post

639 pages; crown 8vo. size; 12 pages on Courtships and Engagements; 33 on Wedding Preparations; 35 on The Day of the Wedding; full-page pictures of decorations for home and church weddings, with frontispiece of a "Bride's Bouquet."

Cloth, $4, *net; full leather,* $7.50, *net; postage,* 18c *extra.* At Bookstores, or

Funk & Wagnalls Company, 354 Fourth Avenue, New York

Make Children's Toys at Home

A few ordinary tools. Some odds and ends of wood—packing cases and such. And a copy of that practical instruction book, **TOY MAKING,** which not only *tells* you how to make toys in your spare time, but *shows* you with 236 illustrations: **Freak Animals. Dolls. Doll Houses and Furniture. Go-carts. Locomotives. Cannon. Cameras. Wheelbarrows. Motor Cars.**

106 pages. 12mo. Cloth, $1, net; $1.10, post-paid.

Fnuk & Wagnalls Company, Publishers, 354-360 Fourth Ave., New York

When James Gordon Bennett Was Caliph Of Bagdad

By Albert Stevens Crockett

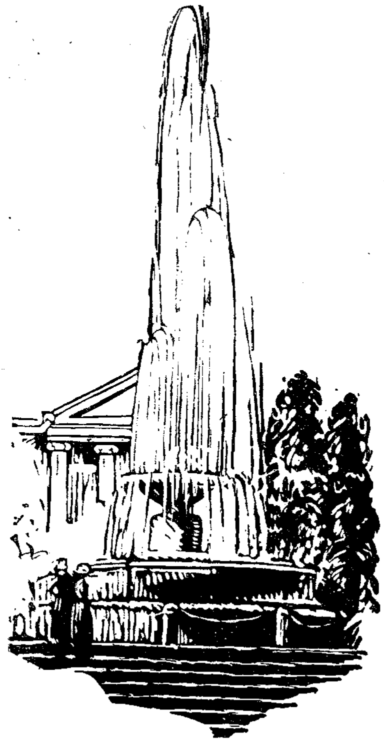
A remarkable book—a fascinating book—the first about James Gordon Bennett to be written by a man closely associated with the Commodore for many years and who took orders from him alone. A vivid portrayal of one of the most noted characters of his time, known all over the world as sportsman and proprietor of the famed *New York Herald.*

Interspersed throughout the narrative and yet always a part of it are accurate pictures of life among Americans in London, in Paris, and at a fashionable French resort at the beginning of the century; thumb-nail text pictures of semi-historical personages and occurrences; bits of international scandal.

The author, Albert Stevens Crockett, is a nationally known newspaper man who for some years was accounted the best interviewer in New York and who interviewed more celebrities than any other man of his time. There is information, interest, and surprize on every page of this book—don't miss reading it.

12mo. Cloth. Illustrated. $2, net; $2.14, post-paid.

At Bookstores or from the Publishers
FUNK & WAGNALLS COMPANY 354-360 Fourth Avenue, New York



Chicago's Suburbs

are growing three times as fast as those of any other large metropolis . . . the rapid development of the area surrounding Chicago and served by this Company is largely responsible for the increased earnings of the Company and the attractiveness of its issues.

PUBLIC SERVICE COMPANY OF NORTHERN ILLINOIS

General Offices:
72 West Adams Street
Chicago, Ill.

Serving 6,000 square miles—234 cities and towns—with Gas or Electricity

"One Scene Alone is Worth the Price of the Book"

says the New York *Evening Graphic* about Emily Post's smashing literary triumph, "PARADE," the new society novel. "The social parade in its most glittering aspect."—Richmond *Times-Dispatch.* "A fine portrait of the professional beauty."—Raleigh *Observer.* A vivid picture of actual conditions in New York's social life. An entrancing romance about a small-town girl. 382 pages.

12mo. Cloth. $2, net; $2.14, post-paid.

Funk & Wagnalls Company, Publishers, 354-360 Fourth Ave., New York

THE IMMIGRATION PROBLEM

By Jeremiah W. Jenks and W. Jett Lauck.

Sixth edition, fully revised by Prof. Rufus D. Smith. Contains all Immigration Laws and Regulations from those of 1917 to the Immigration Act of 1924.

"Not only the best reference work in its field that we know of but so entertainingly written that any intelligent citizen will find pleasure and profit in its pages."—*Herald, Boston.*

12mo. Cloth. 744 pages. $4.00 net; by mail $4.18

FUNK & WAGNALLS COMPANY 354-360 Fourth Avenue, New York

Beautiful Stories of Old Ireland

Folk-tales and fairy stories passed down from generation to generation in Ireland, told in a fascinating style in that splendid book

IN THE CELTIC PAST

By Anna MacManus

As interesting bits of writing as any one could ask for—stories that every man, woman and child of Irish birth or lineage should read and know.

12mo, Cloth. 120 pages. $1, net; $1.14, post-paid.

Funk & Wagnalls Company, 354 Fourth Avenue, New York

coal industry and suggestions for remedy as seen from the labor angle, appear in an article by Herbert Tracey in *The Labor Age*, which is quoted in the New York *World*. Mr. Tracey, an English publicist, connected with the Labor movement, says in part:

> Intensified competition from other coal-producing countries and the increasing use of fuel substitutes, especially oil and hydro-electric power, have seriously affected the British mining industry. Physical difficulties, in part the consequence of the age of industry, partly the result of the private and divided ownership of the minerals which has affected the layout of the mines, have tended to increase costs of production; while small-scale production, lack of enterprise on the part of mine owners in adopting scientific methods of production and distribution, and wasteful and uneconomic use of the product by the coal-using industries, have brought the industry to the verge of bankruptcy.
>
> In the last quarter of 1925 no less than 73 per cent. of all coal raised was produced at a loss, the average of the loss over the whole country being 1s. 6d. a ton; in the principal exporting districts the loss was about 3s. a ton.

Back of the immediate controversy over wages and hours is British labor's advocacy of "unification of the ownership of coal, of the ownership and operation of the collieries, of the distribution of coal, and of the export trade in coal":

> In a sentence, what Labor proposes is that the mining industry should become a national service, organized for the mining of coal, the production of electrical power on a large scale, making both coke and smokeless fuel and producing in addition gas, fuel oils, ammonium compounds, chemical base materials from tars, and other by-products. The generation and transmission of electrical power on the largest possible scale, the creation, in a word, of a pool of power from which the entire community could draw supplies, Labor believes to be not merely practicable but vitally necessary as a first step toward the rehabilitation of British industry, including agriculture.

Finally, we note a financial writer, T. C. Shotwell, of the New York Stock Exchange house of F. B. Keech and Co., declaring that most of the suggested remedies for the sick coal industry are mere palliatives. He can see no permanent solution for the difficulty as long as England has more working men than she has work for them to do. In other words, "the only solution is to furnish employment for several million Englishmen." Hence the suggestion:

> In times of national distress nations call for millions of men to die for King and Country—and the men do. England has in her colonies more idle land and more opportunities than all her idle people at home could use. Why should not the British Government now call for millions of loyal Britons to go out and live for King and Country in the colonies? This sudden transplanting of millions would start a world-wide industrial boom and convert the British strike from a menace of disaster into a renaissance.

NO LOSS TO ANY ADAIR INVESTOR IN OVER 60 YEARS

If you've got time

you can make yourself financially independent

NO MATTER what your present income may be, you can provide for a comfortable and independent old age if only you will take time by the forelock.

For example:

Thirty years plus $600 a year at 6% compounded equals $50,000. Whereas the man who allows time to slip by, the man with only ten years in which to accumulate $50,000 must invest just six times as much—or $3600 a year.

The decision lies with you.

IF YOU will take advantage of time, you can in a few short years build up a comfortable fortune in Adair Guaranteed 6½% Bonds, every dollar secured (1) by conservative loans on income-producing city property; (2) by the earnings from the property; (3) by the financial resources of the borrowing corporation.

YOUR FUTURE will be safeguarded, protected by the unconditional guarantee of the Adair Realty & Trust Company—a written pledge placing every dollar of our capital, surplus and profits (over $2,500,000) squarely behind each and every bond.

Further: you can, if you so desire, have your Adair Bonds insured against loss by one of the oldest and strongest surety companies in America.

Adair Guaranteed 6½% Bonds have an income advantage of

62%	**over**	**4%**	**bonds**
44%	**over**	**4½%**	**bonds**
30%	**over**	**5%**	**bonds**
18%	**over**	**5½%**	**bonds**
8%	**over**	**6%**	**bonds**

Take time now! Mail the coupon today and without obligation on your part, we will gladly suggest an investment plan exactly suited to your needs.

ADAIR REALTY & TRUST CO. *Founded 1865*

CAPITAL, SURPLUS AND PROFITS $2,500,000

ATLANTA PHILADELPHIA

Offices and Correspondents in principal cities

NEW YORK: ADAIR REALTY & MORTGAGE CO., *Inc.*
270 Madison Avenue *(Ownership identical)*

ADAIR REALTY & TRUST CO.,
Healey Building, Dept. LD-13
Atlanta, Georgia

Gentlemen: Please send me without obligation your booklet — "Why Your Real Estate Bonds Should Be Guaranteed."

Name ....

Address ....

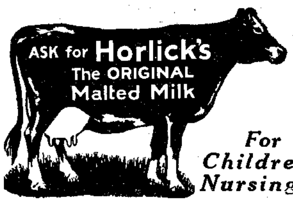
As good for the
HEALTH
as it is to the
TASTE!
KNOX
SPARKLING GELATINE
"The Highest Quality for Health"

Recipes in every package

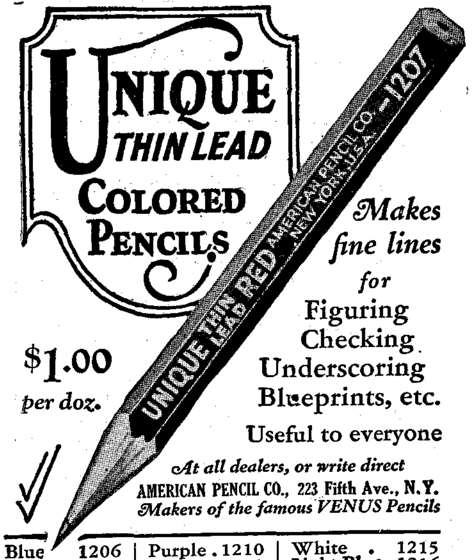
Write for Mrs. Knox's two Recipe Books—free, if you mention your grocer's name and enclose 4c in stamps for postage.

Charles B. Knox Gelatine Co.
121 Knox Avenue, Johnstown, N. Y.

Avoid Imitations



Safe Milk and Food
For INFANTS, Children, Invalids, Nursing Mothers, etc.



UNIQUE THIN LEAD COLORED PENCILS

Makes fine lines for
Figuring
Checking
Underscoring
Blueprints, etc.

Useful to everyone

$1.00 *per doz.*

At all dealers, or write direct
AMERICAN PENCIL CO., 223 Fifth Ave., N.Y.
Makers of the famous VENUS Pencils

Blue	1206	Purple	1210	White	1215
Red	1207	Brown	1212	Light Blue	1216
Green	1208	Black	1213	Pink	1217
Yellow	1209	Orange	1214	Light Green	1218

CURRENT EVENTS

FOREIGN

May 5.—The second day of the British general strike ends with the country generally quiet, but with occasional rioting on a small scale in London and the provinces.

The Executive Committee of the Communist Internationale, says a dispatch from Moscow, appeals to transport workers the world over not to let a single train or boat carry coal or oil to England until the general strike ends, while expressions of sympathy for the strikers are made by labor organizations in Mexico, Greece, Germany, and Jerusalem.

May 6.—Peace negotiations between the French and Spanish on one side and the Riffians of Morocco on the other collapse, and plans are made by the French and Spanish to resume the war.

With the aid of volunteers, the British Government is able to improve transport service, while the Trades Union Congress continues to order its followers to abstain from disorder. Shapurji Saklatvala, Communist member of Parliament, is sentenced to two months' imprisonment for an alleged seditious speech.

The Executive Committee of the Soviet Labor Federation adopts a resolution to appeal to all union members in Soviet institutions to contribute one-quarter of one day's wages to the striking British workers, and financial assistance is also requested of their members by the Christian Trade Union in Germany and the Austrian Metal Workers' Association in Austria.

May 7.—The British Government sends fully equipped troops into London's East End to assist the police in quelling disturbances, and enlistment of 50,000 special constables to serve in London is begun.

Active fighting between the French and Riffians begins when French aviators begin bombing enemy positions.

May 8.—Leaders of the general strike in Great Britain officially reject the money sent them by the All-Russian Central Council of Trade Unions, and return the check with thanks. Electrical and gas workers, constituting labor's "second line of defense," are reported quitting work, altho not officially called out.

The French storm the Riffian trenches on the southern slopes of the mountains dividing the French and Spanish zones in Morocco and drive out the enemy at all points, says a dispatch from Paris.

May 9.—Lieut.-Com. Richard E. Byrd, of the United States Navy, flies over the North Pole and back to his base at Kings Bay, Spitzbergen, in fifteen and one-half hours, covering a distance of 1,360 miles.

A convoy of 158 lorries under the escort of two battalions of Guardsmen and 500 special constables takes foodstuffs into London, while the strike committee emphasizes that it has no intention of interfering with transportation of food or with the operation of orderly government.

The Executive Committee of the Communist Internationale appeals to all Communist organizations the world over to pool their resources and form joint committees to give effective aid

Designed & Built by Ole Evinrude

The Finest Sport in the World—

YES—the greatest sport of all! And so easy, so inexpensive to enjoy! With a rowboat and the Super Elto you have an open sesame to the world of bright sunshine and sparkling waters—of fishing, cruising, racing and every form of water recreation. That's the splendid new sport of *outboard motor boating.*

More power! New features! Same low price! The *Super* Elto is a history-making value. Do you want *speed?* Here is surpassing speed! *Power?* Here is ⅓ more power and no increased weight! *Easy Starting?* Here is the *only* quarter turn starter. Instant starting! And dependability! And compact portability!

Send for Catalog! A real guide to motor value. Beautifully illustrated, intensely interesting. Write today.

ELTO OUTBOARD MOTOR COMPANY
Ole Evinrude, President
Dept. S Mfr's Home Bldg., Milwaukee, Wis.

"Starts on a quarter turn"
Super *Elto*

INGERSOLL DOLLAR STROPPER

Robert H. Ingersoll, originator of the famous Ingersoll Watch, offers you his remarkable new invention that brings back keenness to used blades, makes them last longer and give clean, smooth, comfortable shaves. Already satisfying thousands.

Hundreds of Shaves From Every Blade

The INGERSOLL DOLLAR STROPPER makes it possible to keep razor blades good for a whole year—HUNDREDS OF SHAVES FROM EVERY BLADE! That means no more discarding blades after a few shaves. Resharpen them and SAVE $5 to $10 a year.

TEN DAYS' TRIAL

If you have not had the Stropper demonstrated to you, send us $1.00 for outfit complete with 12-Inch Strop and Patent Nickel-Plated Holder. Automatically puts scientifically keen edge on blades! Money back guaranteed if ten day trial doesn't convince that Mr. Ingersoll's new invention solves your razor blade troubles. Mention make of razor used.

Dealers: Write for Proposition.

ROBERT H. INGERSOLL, Pres., New Era Mfg. Co.
Dept. 155, 476 Broadway, New York City

PATENTS. Write for our free Guide Books and **"Record of Invention Blank,"** before disclosing inventions. Send model or sketch and description of invention for Inspection and Instructions Free. Terms reasonable. Prompt attention. Highest References. **VICTOR J. EVANS & CO.**
759 9TH WASHINGTON, D. C.

JOHNSON'S FOOT SOAP
ACTS LIKE MAGIC
ON TIRED, TENDER, SMARTING, SWOLLEN, SWEATY FEET
25 CENTS — ALL DRUGGISTS

TOOTHACHE
Relieve It Quickly with
DENT'S TOOTHACHE GUM

Relieves the pain. Use it until you can see your dentist. Cleanses and protects cavity. Retards decay. Destroys odor. Does not spill or dry up like liquids. All druggists or by mail, 25¢. C. S. Dent & Co., Detroit.

How Corns

Calluses are ended now

This new way stops pain in 3 seconds

SCIENCE has perfected new methods in ending corns and callus spots. No more paring. That is temporary; that is dangerous.

You touch the most painful corn with this amazing *liquid which acts like a local anaesthetic.* The pain stops in 3 seconds. You wear tight shoes, walk, dance, in comfort . . . instantly!

Then soon the corn begins to shrivel up and loosen. You peel it off with your fingers like dead skin. The whole corn is gone. Works on any kind of corn or callus, hard or soft; new or old.

Ask your druggist for "Gets-It." Results are guaranteed.

"GETS-IT" *World's Fastest Way*

Handiest thing in the house

PROTECTS BRUISES

Cover bumps, bruises and other broken skin with "Vaseline" Jelly. Quickly soothes and heals. Takes away the hurt. Get some today.

Chesebrough Manufacturing Co. (Consolidated)
State St. New York

Vaseline

REG. U. S. PAT. OFF
PETROLEUM JELLY

Retain the Charm Of Girlhood
A Clear Sweet Skin
Cuticura
Will Help You
Use Cuticura Soap Every Day

to the British strikers, while the International Transport Workers' Union, according to a dispatch from Ostend, Belgium, decides to refuse to coal British ships and to forbid its members to ship on British vessels.

May 10.—Four people are killed in two railroad accidents in Great Britain in which trains manned by volunteer crews collide with freight trains.

May 11.—A message from the Amundsen-Ellsworth-Nobile Polar Expedition states that it reached the North Pole in the dirigible *Norge* and lowered Norwegian, American and Italian flags.

The British strike ends.

DOMESTIC

May 5.—The Senate adopts an order under which the trial of George W. English, of the Eastern Illinois District, who is under impeachment, will begin November 10.

The Senate passes the $165,000,000 public building bill, half of which is to be appropriated each year for the next two years.

The House passes the military aviation bill appropriating $75,000,000 for a five-year building program, for an increase in the aviation force, and for the establishment of an Assistant Secretary whose principal function will be to look after air problems.

May 6.—The Senate passes a bill appropriating about $600,000 to increase the salaries of Federal judges.

Secretary of War Davis announces that he and his military advisers do not believe it necessary to hold defense tests every year, and that the test probably will be omitted this year.

May 7.—Harry M. Daugherty, former Attorney-General of the United States; Col. Thomas W. Miller, former Alien Property Custodian, and John T. King, former Republican National Committeeman from Connecticut, are indicted by a Federal Grand Jury in New York City on charges growing out of the return to Richard Merton, German copper magnate, of approximately $6,917,500, comprising the proceeds of stock of the American Metals Company confiscated during the war.

The House sends a telegram to "Uncle Joe" Cannon, former member and Speaker of the House, congratulating him on his ninetieth birthday.

May 8.—The Yale Corporation accepts the recommendations of the academic and freshman faculties that it discontinue compulsory daily chapel at Yale University at the close of this session.

May 9.—Wet organizations demand a resumption of liquor hearings recently concluded by a Senate special committee, asserting that the breakdown of law enforcement has been demonstrated and that they wish to uncover sources of dry propaganda.

May 10.—Judge Alton B. Parker, Democratic candidate for President of the United States in 1904, dies suddenly while riding through Central Park, New York City. He was seventy-four years old.

May 11.—The Senate passes, 69 to 13, the Watson-Parker railroad labor bill abolishing the Railroad Labor Board and providing for the settlement of disputes between the carriers and employees by conferences between the parties directly interested.

UNDERWEAR buttons are bothersome enough when you've got them to button; but they are even more annoying when missing. The buttons that rip off most frequently are the very ones you need the most—the ones that get the greatest pull and strain in holding the garment together. Lose one and the whole suit becomes practically unwearable until repaired. It's common sense logic of this sort that first produced the

HATCHWAY
No-Button
Union Suit

and now recommends it to the attention of men everywhere—and to those who sew their buttons on. It's made to fit and stay put without a single button anywhere in its entire construction. It cannot pull, bind or chafe. It cannot cause you a single minute's annoyance in getting in or out of it or a penny's worth in repairs. It's the even-tempered, perfect-fitting, ever-ready kind of underwear you've been looking for.

HATCHWAY is made in a wide variety of knitted and nainsook styles to suit every taste and purse. On sale at most good dealers. If you have any difficulty in getting just the style you want, we shall be glad to see that you are supplied, delivery free anywhere in the United States. In ordering please state size and enclose remittance to our mill at Albany. A beautiful catalogue illustrating the complete line of HATCHWAY UNION SUITS in both winter and summer weights sent free on request.

Men's Suits—$1.00, $1.50, $2.00, $2.50, $5.00
Boys' Suits—$1.00, $1.25

DEALERS
Write us for samples and swatches if you are interested in stocking Hatchway Union Suits, or ask to have our representative call. In certain localities, exclusive agencies are open to the right kind of merchant.

FULD & HATCH KNITTING CO.
Albany, New York

Woods Underwear Co., Ltd., Toronto, Canada, Licensed manufacturers of these lines for Canada.

THE SPICE OF LIFE

It's So Sudden.—Life is for most of us a continuous process of getting used to things we hadn't expected.—*Boston Transcript.*

Come One, Come All.—Patron—"Do you serve lobsters here?"

Waiter—"Certainly, we cater to every one."—*Denison Flamingo.*

Good Place for a Roof.—

WOMAN BUILDS BIG
APARTMENT HOUSE
WITH ROOF ON TOP

—*Headlines in a Florida paper.*

Serenade the Tweezers.—Our idea of a total loss is for a young man to write sonnets to his loved one's eyebrows while she's at home plucking them.—*Dallas News.*

Asceticism.—"Do you patronize your neighborhood laundry?" asks an ad in the trolley-cars.

No, we sharpen our own collars. —*Judge.*

Interpreting an Ideal. —Young Bride—"I want a piece of meat without any gristle, bone, or fat."

Butcher—"Lady, you don't want any meat—you want an egg!"—*Central Div. News.*

Drumsticks for All.—At Sheerness, a chicken born with four legs was killed by the mother hen. This seems a pity. It is just the sort of bird that's needed when a husband unexpectedly brings friends home to dinner.—*The Humorist (London).*

The Fatal Prophecy.—He—"When I was young, the doctors said that if I didn't stop smoking I would become feeble-minded."

She—"Well, why didn't you stop?"—*Pitt Panther.*

His Tragedy.—"You, a Scotchman and don't play golf?"

"Na, na! I used to play but gave it up twenty years ago."

"But why?"

"I lost my ball."—*Capper's Weekly.*

A Kiss for Clarence.—Fond Mother—"Oh, Vicar, I must show you Clarence's school report—it's such a splendid one! You'll see the Headmaster says he's the most perfunctory boy at his work that he's ever had in the school!"—*The Humorist (London).*

Literary Productiveness. — "Do you know, angel face, each night I write my thoughts down in a little book."

"Fie, fie, little rosebud, and how long has this proceeded?"

"Nigh onto foah years, sugar plum."

"Gracious, and you must have the first page practically full."—*Stanford Chaparral.*

Warm Work.—The examinations, which will be hell under the supervision of Mr. Bohon, will begin prompaly at 10 o'clock.—*Missouri paper.*

Our Doughty Champion.—

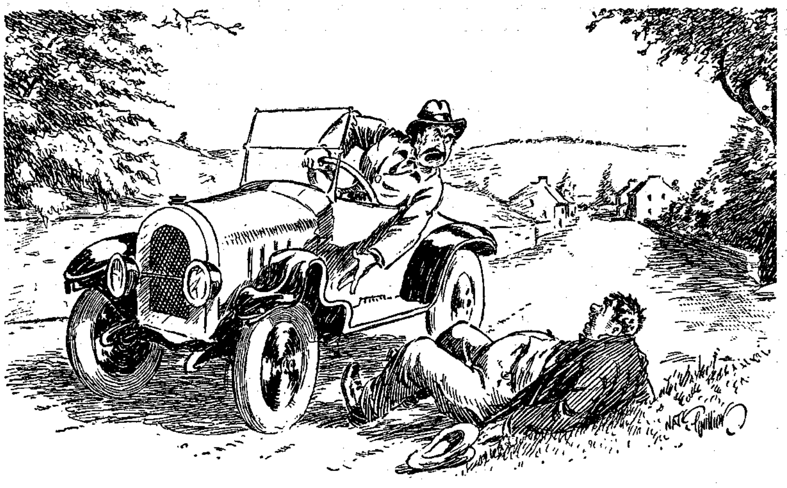
HELEN WILLS
BEATS ANOTHER
MAN ON COURT

—*Headlines in a Baltimore paper.*

Raising the Ante.—

Weary Willie asked for bread
Wherever he did stop;
A housewife passed the ax and said:
"First won't you have a chop?"

—*Boston Transcript.*



Motorist (to substantial victim): "I'll get damages out of you for this, confound you! You've ruined that mudguard!" —*The Humorist.*

The One Thing Needful.—

LACK OF HIGH WATERS ALL
THAT HOLDS OFF RECORD
FLOOD

—*Headlines in a Schenectady paper.*

What Price Calories?—Patron (crossly)—"Say, waiter, what are these black spots in my cereal?"

Waiter (after close inspection)—"Dunno, sir, unless it's some of them vitamines every one is talking about now."—*Life.*

His Own Bonesetter.—The Prince of Wales has been awarded the first honorary diploma of the Society of Apothecaries, and is now licensed to practise medicine and surgery. During the polo season this should save His Royal Highness a tidy little sum.—*Judge.*

We Have Another Engagement.—The Renton Gun Club will hold another shoot this Sunday at their traps on Smithers Field. The shooting will start at about nine o'clock and will continue as long as any one is left to shoot.—*Sporting Note in a Renton (Wash.) paper.*

Tag Their Collars.—

NOTICE

On and after this date all owners of dogs, with or without a license, must be kept from running at large.

E. L. PARKS, Constable.

Conneut Lake, Pa., May 1, 1926.

—*Ad in a Meadville (Penn.) paper.*

Viewing With Alarm.—No doubt old Methuselah had days when he couldn't decide which rising generation to worry about most.—*Ten Point.*

The Mystic Sign.—When a woman-motorist holds out her hand, then you can be certain that she is either going to turn to the right, turn to the left or stop.—*Life.*

A Chaser.—Visitor—"Do you like to recite, dear?"

Child—"No, but Mummy always asks me, because it makes people go."—*Punch.*

Call the Manager.—A Berlin faster claims to have gone forty-four days without food. It is our opinion that he should have either given his order to another waiter, or tried a different restaurant. —*Judge.*

Page Mr. Mussolini. —Frosh (rushing into library)—"I want the life of Cæsar."

Librarian — "Sorry, but Brutus beat you to it."—*Colgate Banter.*

And Plug the Keyhole. —"Doctor, can you cure me of snoring? I snore so loud that I awaken myself."

"In that case I would advise you to sleep in another room."—*Boston Transcript.*

Low Visibility.—Bray—"I saw you in church last Sunday."

Gray—"I didn't notice you."

Bray—"I suppose not. You see, I took the collection."—*The Western Christian Advocate.*

But Ma Wasn't Superstitious.—"Daddy, do you remember where you first met mummy?"

"Yes, dear, it was at a dinner party and there were thirteen at table."—*Passing Show (London).*

Lacked the Surgical Implement.—Rastus—"We cotched one of de boys wid loaded dice."

His Boss—"You should ostracize him."

"Dat's what I wanted to do, but I didn't hab mah razor wid me."—*Texas Ranger.*

Giving Him the Gas.—"Sistah Jones, I'se takin' up a collection fo' de benefit of our worthy pastah," exclaimed one of the brethren. "You know, he's leavin' us fo' to take a church down in Mobile, an' we thought we'd get together and give him a little momentum."—*The Churchman.*

Back to Adam in Five Minutes.—The feature of the day's program was a paper by Jim Corcoran, on "Banking, Its Origin and Development Through from the Time of the Roman Empire to the Present Day." Two minutes were given Jim to handle this task and he handled it splendidly.—*From a Rotary report in a Michigan weekly.*